



Devoted to the construction and operation of better grain handling plants.

In This Number:

Costly Confidence

Panhandle Dealers Discuss Crops

Anti Discrimination Law Invalid

Illinois Legislative Com'ite Bill

President Sturtevant Opposes Federal
Inspection

Changes in North Dakota Warehouse
Act

Erroneous Decision by Ohio Court on Futures

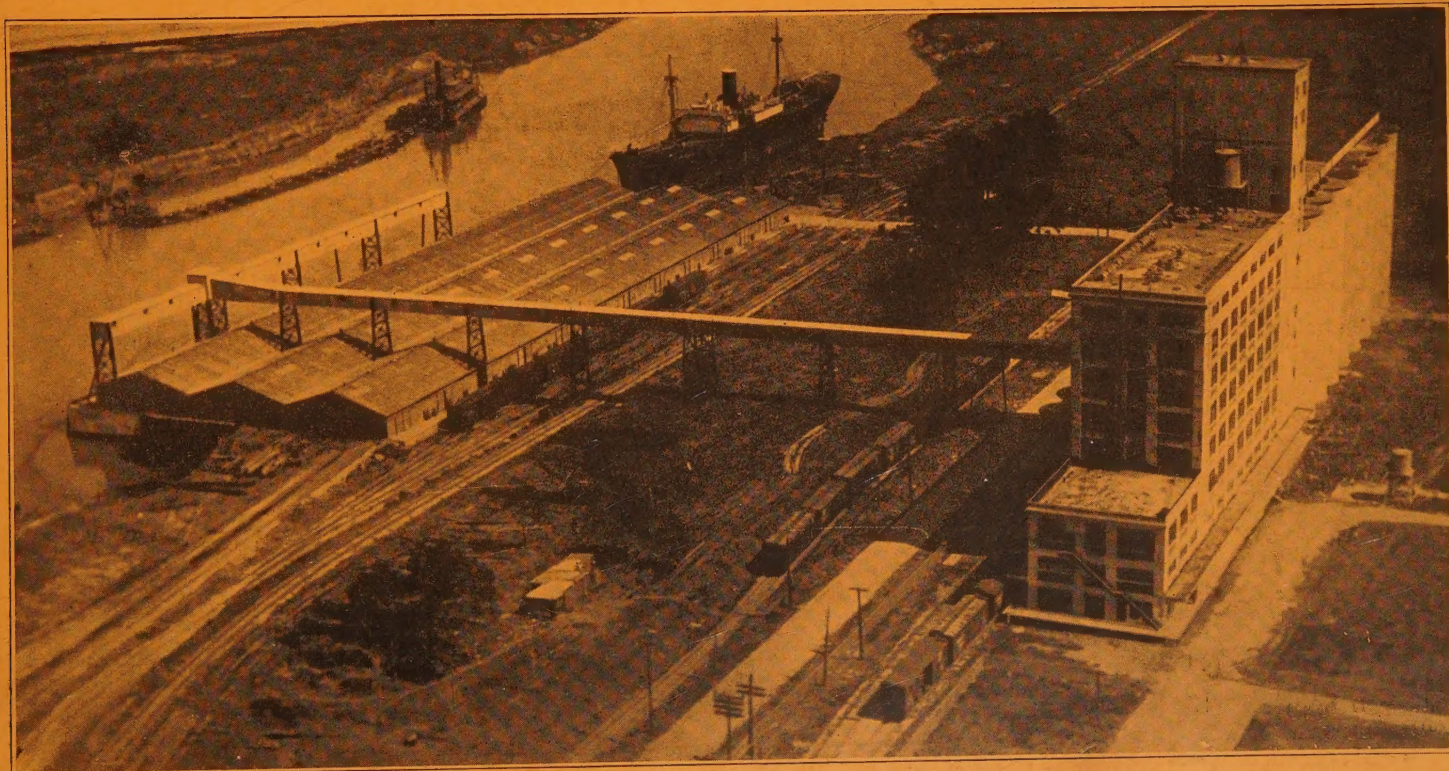
General Grain Rate Investigation Under Way

Substitution of Tonnage Not Permissible

Kansas Dealers Prove District Meetings An
Effective Aid to Harmony

Obvious Error in Tariff Not Enforced

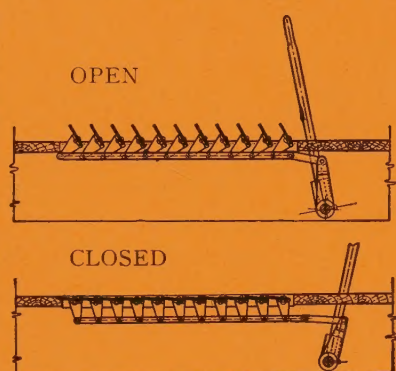
Texas Dealers Commend President For Veto
of McNary-Haugen



The Grain Exporting Facilities of Houston, Tex., Are Supplemented by the Large Bulk Handling Elevator of the American Maid Flour Mills.



Strong-Scott Grate Door



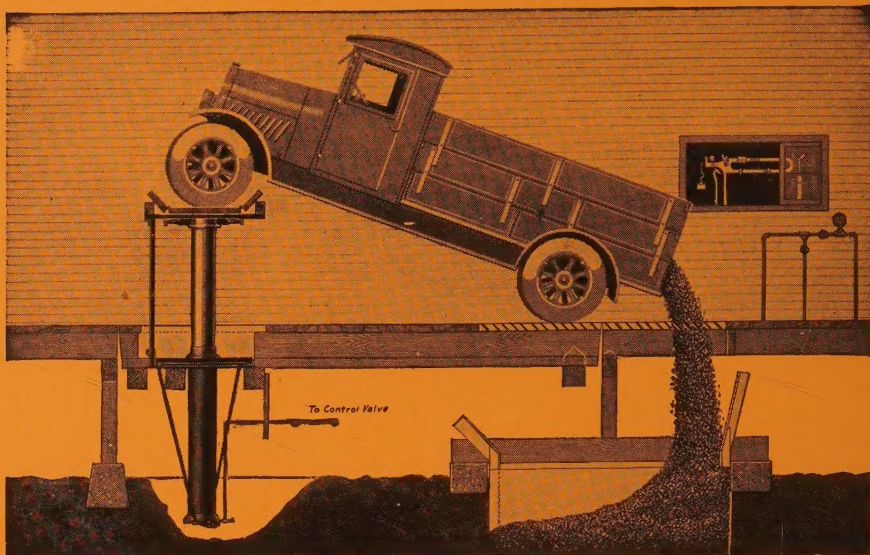
This strong steel grate is weather-tight, keeps out wind and snow and holds the heaviest loads. Simple to install. Write for details.



Increase Your Elevator Capacity
20% with

Superior D. P. Cups

They hold more, are placed closer on belt, discharge perfectly. Nothing to change but the cups. We carry full stocks.



Use this better dump

IT is smooth and sure in operation. Its larger piston and cylinder insure greater strength and rigidity. No complicated frame, distant and positive control.

The STRONG-SCOTT Pneumatic Dump

requires no foundation. Hangs directly from scale or driveway timbers. **Lowest installation cost.** Working parts shipped completely assembled. **The quick, sure, smooth way to dump trucks or wagons.**

Everything for Every Mill and Elevator

The Strong-Scott Mfg Co.
Minneapolis Minn. Great Falls Mont.
In Canada: The Strong-Scott Mfg. Co. Ltd. Winnipeg



Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them. The cost is only \$10 per year.

AMARILLO, TEXAS.

Barefield Grain Co., grain, hay, field seeds.*
Beasley Grain Co., J. N., grain and seeds.*
Great West Mill & Elevator Co., millers, grain dirs.*
Hardeman-King Co., millers and grain dealers.
Kearns Grain & Seed Co., grain, field seeds.*
Stone, Lester, grain merchant.*
Strader Grain Co., U. S., grain, seed, feed.*

ATCHISON, KANS.

Blair Elevator Corp., The, grain merchants.*

BALTIMORE, MD.

Chambers of Commerce Members.
Beer & Co., Inc., E. H., grain, hay, seeds.*
Lederer Bros., grain receivers.*

BLOOMINGTON, ILL.

Baldwin Grain Co., grain brokers.*
Hasenwinkle-Scholer Co., corn and oats.*

BLUFFTON, IND.

Studebaker Grain & Seed Co., grain, hay, seeds.*

BUFFALO, N. Y.

Corn Exchange Members.
Hannon, Harry J., brokerage exclusively.
Leeson Grain Co., Inc., consignments.
McKillop, Inc., J. G., consignments.*
Sunset Feed & Grain Co., Inc., feed and grain.*

BUTLER, PENNA.

Klingler & Company, H. J., buckwheat and grain.
Kiln-dried buckwheat flour.

CAIRO, ILL.

Board of Trade Members.
Thistlewood & Co., grain and hay.*

CEDAR RAPIDS, IOWA.

Wilder-Murrell Grain Co., track buyers grain and seeds.*

CHICAGO, ILL.

Board of Trade Members.
Bailey & Co., E. W., grain commission merchants.*
Bartlett-Frazier Co., grain merchants.*
Brennan & Co., John E., grain commission merchants.*
Carhart Code Harwood Co., grain commission.*
Chicago Grain & Salvage Co., salvage grain.
Clement, Curtis & Co., members all exchanges.*
Cross, Roy, Eberhart & Harris, grain commission.*
Dole & Co., J. H., grain and seeds.*
Harris, Winthrop & Co., grain commission.*
Holt & Co., Lowell commission, grain and seeds.
Hubbard, Warren & Chandler, stocks, bonds, grain, etc.
Lamson Bros. & Co., consignments solicited.*
Logan & Bryan, grain, stocks, provisions.
McKenna & Strasser, commission merchants.*
Norris Grain Co., grain merchants.*
Pope & Eckhardt Co., commission merchants.*
Rumsey & Co., grain commission.*
Shaffer Grain Co., J. C., grain merchants.*

CINCINNATI, O.

Grain & Hay Exchange Members.
Cleveland Grain & Mfg. Co., grain merchants.*
DeMolet Grain Co., receivers and shippers.
Early & Daniel Co., grain, hay, feed.*
Granger & Co., Dan. B., commission, grain and hay.*
Scholl Grain Co., grain merchants.*

CLEVELAND, O.

Grain & Hay Exchange Members.
Bailey, E. I., shpr. grain, millfeed, oil and c. s. meal.*
Cleveland Grain & Milling Co., The, recvrs. & shprs.*
Shepard, Clark & Co., grain merchants.*

COLUMBUS, O.

Smith & Sayles Grain Co., The, buyers and shippers.*

DALLAS, TEXAS.

Crouch Grain Co., J. C., buyers wheat, corn, oats.*
Dal-Tex Grain Co., stock and poultry feed.
Doggett Grain Co., wholesale grain.

DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.*

DENTON, TEXAS.

Craddock Grain Co., W. F., grain & hay.

DENVER, COLO.

Grain Exchange Members.
Ady & Crowe Merc. Co., The, grain and hay.*
Conley-Ross Grain Co., The, grain and beans.*
Houston Grain Co., wholesale grain.*
Kellogg Grain Co., O. M., receivers and shippers.

*Members Grain Dealers National Association.

DENVER, COLO. (Continued)

Farmers Union M. & E. Co., millers, grain mchts.
Rocky Mountain Grain Co., export and domestic grain.*

DODGE CITY, KANSAS.

Board of Trade Members.
Christopher & Co., B. C., consignments & futures.
Goffe & Carkeener, Inc., grain commission merchants.
Isely Lbr. Co., The C. C., cane seed, wheat, kafir.*

DES MOINES, IA.

Board of Trade Members.
Des Moines Elevator & Grain Co., corn and oats.*
Lockwood, Lee, broker.

DETROIT, MICH.

Board of Trade Members.
Caughy Co., Frank T., grain and field seeds.*
Blinn, Fred W., grain dealers.*

EMPORIA, KANS.

Trusler Grain Co., grain merchants.

ENID, OKLAHOMA.

Grain Exchange Members.
Bennett & Company, James E.
Bird Grain Company, Henry.*
Cox Grain Company, C. H.
Davis-Noland-Merrill Grain Company.
End Terminal Elevator Company.
End Milling Company.*
Ferguson-Shircliff Grain Company.
Feuquay Grain Company.*
Geis-Price Elevator Company.*
Goltry Grain Company.*
Henry Grain Company, John.*
Humphrey Grain Company, E. R.
Johnston, W. B.*
Union Equity Exchange.

FORT DODGE, IOWA.

Mulholland & Thorsen, grain merchandisers.

FORT WAYNE, IND.

Egley, C. G., hay, grain, feed salt.

FORT WORTH, TEX.

Grain and Cotton Exchange Members.
Bailey, Frank, corn, maize, oats, mill feeds.
Bennett & Co., Jas. E., grain, stocks, provisions.*
Carter Grain Co., C. M., brokerage, consgmts.*
Claiborne, H. L., J. S. Bache & Co., futures.
Dorsey Grain Co., strictly brokers, consignments.
Ft. Worth Elevators Co., gr. merchants, pub. storage.
Federal Commission Co., brokers, consgmts.*
Gladney Grain Co., consignments.
Isbell Grain Co., grain merchants.
Kimball Milling Co., grain merchants, pub. storage.
Moore-Seaver Grain Co., recvrs., shprs., consignments.*
Ralston Purina Co. of Texas, feed.
Rogers Co., E. M., strictly bkg. and consignments.*
Transit Grain & Com. Co., consignments, brokerage.*
Tillery Grain & Com. Co., export, bkgm. consgmts.*
Universal Mills, "Superior Feeds."
West Grain Co., consigns., merchants, brokers.

GALVESTON, TEXAS.

Fordtran, J. S., grain-ocean freight bkg.*
Shaw, Thomas F., export grain.*

GRAND ISLAND, NEBR.

Hoagland, R. B., wholesale grain.

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

GUTHRIE, OKLA.

Logan County Mfg. & Gr. Co., mchts., pub. storage.

HOUSTON, TEXAS.

Merchant Exchange Members.
American Maid Flour Mills, mlg. gr., exporters.
Bentley-Archer Co., grain brokers only.*
Dittlinger Roller Mills Co., H., flour expts.
Dixon & Co., E. S., grain receivers, feeds.*
Downman Grain & Hay Co., E. C., gr., fd., hay.*
Ervine & Bishop, wholesale grain.*
Rogers, J. E., poultry feed & grain.
Rothschild Co., S., grain, c/s products, rice, b/p.*
Saint & Co., Inc., grain & mixed feeds.*
South Texas Grain Co., grain & feed.*

HUTCHINSON, KANS.

Board of Trade Members.
Goffe & Carkeener, Inc., grain merchants, futures.
Midwest Grain Co., country run wheat.*

INDIANAPOLIS, IND.

Board of Trade Members.
Bingham Grain Co., The, receivers and shippers.*
Boyd Grain Co., Bert A., strictly brokerage & com.*
Cleveland Grain & Milling Co., grain commission.*
Hart-Malbucher Co., grain merchants.*
Kinney Grain Co., H. E., receivers and shippers.*
Montgomery & Tompkins, receivers and shippers.*
Steinhart Grain Co., commission and brokerage.*
Witt, Frank A., grain commission and brokerage.

KANSAS CITY, MO.

Board of Trade Members.

Aylsworth Commission Co., grain commission.
Bruce Bros. Grain Co., consignments.
Christopher & Co., B. C., kafir, feterita, mlo.*
Davis Grain Co., A. C., kafir commission.
Davis-Noland-Merrill Grain Co., grain mchts.*
Denton Hart Grain Co., consignments.*
Ernst Davis Commission Co., consignments.
Lichtig & Co., H., kafir, mlo, screenings.
Logan Bros.-Hart Grain Co., receivers and shippers.*
Moore-Seaver Grain Co., grain receivers.*
Norris Grain Co., wheat, oats, barley, corn.*
Shannon Grain Co., consignments.
Thresher Grain Co., R. J., grain commission.*
Uhlmann Grain Co., grain merchants.*
Updike Grain Corp., consignments.
Vanderslice-Lynds Co., commission.*
Wolcott & Lincoln, consignments, futures.*
Wilser Grain Co., consignments.*
Wyandotte Elevator Co., grain merchants.*

LANSING, MICH.

Chatterton & Son, Mich. grain, hay, beans.*

LAWRENCEBURG, IND.

Greendale Mills, Inc., "Greendale Feeds" are better.

LEAVENWORTH, KANS.

Cranston-Liggett Gr. & Fd. Co., grain, mxd. & m. fd

LITTLE ROCK, ARK.

Grain Exchange Members.

Farmer Co., E. L., brokers, grain and millfeed.

LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Grain Co., recvrs., shippers of grain.*
Callahan & Sons, receivers and shippers of grain.*
Kentucky Public Elevator Co., stores and shippers.*
Thomson Elevator Co., grain dealers.
Zorn & Co., S., receivers and shippers.*

MCKINNEY, TEX.

Reinhardt & Co., wheat, corn, oats, maize.

MEMPHIS, TENN.

Merchants Exchange Members.

Buxton, E. E., broker and commission merchant.*
U. S. Feed Co., grain, hay, millfeed.*

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

MILWAUKEE, WIS.

Chamber of Commerce Members.

Froedtert Grain & Malting Co., recvrs. and shippers.*
Kamm Co., P. C., grain shippers.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members

Cereal Grading Co., grain merchants.*
Davies Co., F. M., grain commission.*
Fraser-Smith Co., grain merchants.*
Hallet & Carey Co., grain merchants.*
Hubenthal, C. G., gr. mchts., oil meal, chicken feed.
Hiawatha Grain Co., screenings.*
Sheffield Elevator Co., shippers of grain.*
Stuhr-Seidl, shippers grain and feed.*
Van Dusen-Harrington Co., grain merchants.*

NASHVILLE, TENN.

McKay-Reece Co., wholesale seeds & grain.

NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, buckwheat.*
(Continued on next page.)

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

NEW YORK CITY.

Produce Exchange Members.

Abel-Whitman Co., Inc., The, grain, feed, bkg.
Jones & Co., M. B., buyers—quote us.*
Therrien, A. F., broker.

OKLAHOMA CITY, OKLA.

Acme Milling Co., millers & grain dealers.
Bennett & Co., Jas. E., grain, stocks, provisions.
Hardeman-King Co., millers, grain dealers.*
Jackson Grain Co., grain merchants.
Mid-State Grain Co., The, grain & feed mchts.
Polson Grain Co., mill wheat specialists.
Scannel Grain Co., E. M., grain and feed.
Stinnett Grain Co., grain merchants.*
Vandenburgh, Jesse, milling wheat.
White Grain Co.*
White-Richert Grain Co., coarse grain, field seeds.
Winters Grain Co., grain merchants.

OMAHA, NEBR.

Grain Exchange Members.

Crowell Elevator Co., receivers, shippers.*
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., commission and brokerage.*
Updike Grain Co., milling wheat.*

PEORIA, ILL.

Board of Trade Members.

Bowen Grain Co., H. D., grain commission.
Cleveland Grain & Mfg. Co., grain commission.
Cole Grain Co., Geo. W., receivers and shippers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., O. H., grain commission.
Luke Grain Co., grain commission.*
McFadden & Co., G. C., grain commission.*

PEORIA (Continued)

Miles, P. B. & C. O., grain commission.*
Turner Hudnut Co., receivers and shippers.*

PHILADELPHIA, PA.

Commercial Exchange Members.

Richardson, Geo. M., grain and feeds.*
Stites, A. Judson, grain and millfeed.*

PITTSBURGH, PA.

Members Grain and Hay Exchange.

Harper Grain Co., corn a specialty.*
McCague, Ltd., R. S., grain, hay.*
Stewart & Co., Jesse C., grain and mill feed.*

PONTIAC, ILL.

Balbach, Paul A., grain buyers, all markets.

ST. JOSEPH, MO.

Grain Exchange Members.

Gordon Grain Co., grain commission.*

SALINA, KAN.

Branson Co., Ted, corn, oats, kafir, hay.

SAN ANTONIO, TEX.

King, Douglas W., carlot distribtr., hay, grain, seeds.*

ST. LOUIS, MO.

Merchants Exchange Members.

Dreyer Commission Co., feedingstuffs, grain, seeds.*
Hall Grain Co., Marshall, grain merchants.*
Langenberg Bros. Grain Co., grain commission.*
Martin Grain Co., grain commission.*
Martin & Knowlton Grain Co., grain merchants.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain and grass seed.*

SALINA, KANS.

Branson Co., Ted, corn, oats, kafir, hay.

SALT LAKE CITY, UTAH.

Nelson Co., Sterling H., shprs. of select milling wheat.

SIDNEY, OHIO.

Chambers, V. E., wholesale grain.*
Custenbolder & Co., E. T., buyers-sellers grain.*
Wells Co., The J. E., wholesale grain.*

SIOUX CITY, IA.

Board of Trade Members.

Western Terminal Elevator Co., receivers and shippers.*

TOLEDO, O.

Produce Exchange Members.

Churchill Grain & Seed Co., field seeds, popcorn.
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain receivers, shippers.*
Zahm & Co., J. F., grain and seeds.*

TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.*
Kansas Terminal Elevtr. Co., gr. mchts., public storage.

WICHITA, KANS.

Board of Trade Members.

Blood Grain Co., I. D., receivers and shippers.

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. and seeds.*

YORK, NEBR.

Hurlburt & Sons, E. L., we ship cracked corn west.

*Members Grain Dealers National Association.

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Members

CINCINNATI

Chamber of Commerce
Members

SCHOLL GRAIN CO.
Grain Merchants

THE EARLY & DANIEL CO.
RECEIVERS & SHIPPERS
STORAGE CAPACITY 2,500,000 BUSHEL

Grain Exchange
Members

OMAHA

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Corn—Wheat—Natural and Sulphured Oats and Barley
RECEIVERS and SHIPPERS
UPDIKE GRAIN CORPORATION
Elevator Capacity 4,600,000 Bushels
CHICAGO—KANSAS CITY OMAHA DES MOINES—SIOUX FALLS—LINCOLN

CROWELL ELEVATOR COMPANY
OMAHA
Receivers and Shippers
GRAIN
Consignments Solicited

Produce Exchange
Members

TOLEDO

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Members

J. F. ZAHM & CO.
TOLEDO, OHIO
Your consignments and orders for future
solicited in either
GRAIN OR SEEDS
TOLEDO OR CHICAGO

SOUTHWORTH'S WEEKLY REVIEW
Covers GRAIN, SEED AND COTTON
It is FREE to all within our business range
SOUTHWORTH & CO., TOLEDO, OHIO

JOHN WICKENHISER & CO.
Wholesale Grain Dealers
TOLEDO, OHIO
We make track bids and quote delivered
prices. Solicit Consignments of Grain and
Clover Seed. Members Toledo Produce
Exchange and Chicago Board of Trade.

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Special Wire and Salesman Service

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OATS, RYE
BARLEY, SEED**

Cross, Roy, Eberhart & Harris
Incorporated
Postal Telegraph Building, Chicago
GRAIN COMMISSION
*We Specialize in Hedging and Spreading Operations
Between Terminal Grain Markets*

CARHART CODE HARWOOD CO.
Grain Commission
Board of Trade CHICAGO

*We want your business not later
—but today
Especially Consignments*
GRAINS ALL WAYS
McKENNA & STRASSER
60 Board of Trade, Chicago

RUMSEY & COMPANY

COMMISSION MERCHANTS

Board of Trade

Chicago, Illinois

For Best Results Ship Your Grain and Seeds to

J. H. DOLE & COMPANY

RECEIVERS AND COMMISSION MERCHANTS

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COMMISSION MERCHANTS CHICAGO

CHICAGO GRAIN & SALVAGE CO.
Dealers in
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Grain, Feeds, Etc.
WRITE OR WIRE
930 Postal Telegraph Bldg. Chicago

E. W. BAILEY & CO.
72 Board of Trade, CHICAGO
Commission Merchants
Receivers and Shippers of
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Grain Merchants
111 W. Jackson Boulevard
Chicago, Ill.

Harris, Winthrop & Co.
11 Wall Street, New York
The Rookery, Chicago
GRAIN COMMISSION
Members of Principal Exchanges

LOGAN & BRYAN
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BROKERS
Stocks, Bonds, Cotton, Grain, Copper
Sugar, Cotton Seed Oil, Provisions
Private Wires Atlantic to Pacific

Clement Curtis & Co.
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Members of all principal Exchanges.
Private wire service to all leading cities
in this country.

POPE & ECKHARDT CO.

COMMISSION MERCHANTS

111 W. Jackson St.

Consignments and your offers of Grain To
Arrive will always receive close attention.

Established Over Forty Years
Hulburd, Warren & Chandler
208 S. La Salle St., Chicago
Stocks Bonds Grain Cotton

BARTLETT FRAZIER Co. GRAIN MERCHANTS
F. C. Austin Bldg.
CHICAGO

Clark's Double Indexed Car Register

for car lot dealers

Is a record book designed to afford ready reference to the record of any car number. Facing pages 11x15½" of heavy ledger paper are each ruled into five columns, those on the left-hand page being numbered 0, 1, 2, 3 and 4; while columns on the right-hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So that the required number can always be instantly found if properly entered.

Form 40 contains 42 pages, bound in heavy canvas covers with spaces for registering 13,200 cars. Price, \$2.50. Weight 1¾ lbs.

FORM 42 contains 72 pages, bound in art canvas covers with spaces for registering 21,600 cars. Price, \$3.25. Weight 2¾ lbs.

Grain Dealers Journal, 309 So. La Salle St., Chicago, Ill.

If You Have

the interest of your market at heart, support it earnestly, help to advertise it thoroughly, and above all do not convey the impression that it is an indifferent market by giving it 30 cents worth of advertising.

DALLAS

Largest Wheat Market in the State of Texas

Storage capacity, over 3,000,000 bushels; milling capacity, nearly 6,000 bbls.

Export wheat efficiently handled.

Sell your grain to the following firms:

*Dal-Tex Grain Co.
Pearlstone Mill & Elevator Co.*

*J. C. Crouch Grain Co.
Doggett Grain Co.*

AMARILLO

located in the center of the wheat belt of the Panhandle, has made it a distributing point for all grains. Wheat raised in the Panhandle is well known for its excellent milling qualities. Here also is the largest milo, kafir producing section in the United States.

Being on the main line of the Santa Fe, Amarillo has direct communication with the wheat belt of the Southwest, also on the main line of the Ft. W. & D. R. R., it is reaching the wheat markets of the West. The main line of the Rock Island gives it additional shipping facilities to Memphis and Little Rock.

Any of the firms below are ready to serve you.

**U. S. Strader Grain Co.
Kearns Grain & Seed Co.
Barefield Grain Co.**

**J. N. Beasley Grain Co.
Great West Mill & Elvtr. Co.
Lester Stone**

Hardeman-King Co.

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Members

MINNEAPOLIS

Chamber of Commerce
Members

HALLET & CAREY CO.

Grain Merchants

Minneapolis Duluth Winnipeg

CEREAL GRADING COMPANY
CHAMBER OF COMMERCE, MINNEAPOLIS, MINN.

GRAIN

We Buy, Sell, Store and Ship all Kinds of Grain, Choice Milling Wheat and Rye Selected by Expert Buyers. Own and Operate Elevator "L"

Fraser-Smith Co.
GRAIN

Minneapolis - Milwaukee Cedar Rapids

CORN - OATS - BARLEY - RYE

For Prompt Shipment in any Quantity

**The VAN DUSEN-
HARRINGTON CO.**

MINNEAPOLIS

DULUTH

It is the returns from advertising that permits the maximum of service to our readers. Please specify the *Grain Dealers Journal* when writing an advertiser.

FORT WORTH

is still the fastest growing market in the entire southwest. Fort Worth has 12 trunk lines serving the city with 18 rail outlets in every direction and at present is practically assured of 2 more trunk lines serving a heretofore untouched source of supply from the vast wheat producing sections of the Texas Panhandle. Fort Worth enjoys unusual transit and diversion privileges which are given it on account of its geographical location.

No other point in the southwest possesses the storage facilities found here and no other southwest market can compete with Fort Worth until they match its facilities, now of approximately 10,000,000 bushels capacity.

The large handling facilities of this market are available to all thru the services of the firms listed below, who are members of the

Fort Worth Grain and Cotton Exchange

James E. Bennett & Co.*Grain, Stocks, Provisions***Federal Commission Co.,***Brokers, Consignments***Uhlmann Grain Co.,***Domestic, Export, Futures, Consignments***West Grain Co.,***Consignments, Merchants, Brokers***E. M. Rogers Co.,***Strictly Brokerage and Consignments***Isbell Grain Co.,***Grain Merchants***Ralston Purina Co. of Texas,***"Feed from the Checkerboard Bags"***Terminal Grain Co.,***Grain, Hay and Millfeed***The Fort Worth Elevators Co.,***Grain Merchants, Public Storage, Commission***Kimbell Milling Co.,***Grain Merchants, Public Storage***Tillery Grain & Commission Co.,***Consignments, Wheat and Milo Specialists***Frank Bailey,***Corn, Maize, Oats, Millfeeds***Gladney Grain Co.,***Dealers in Grain, Consignments***Transit Grain & Commission Co.,***"A Dependable Superior Service"***Texas Wheat Growers Association,***Strictly Country Run Hard Wheat***C. M. Carter Grain Co.,***Brokerage and Consignments***Moore-Seaver Grain Co.,***Receivers, Shippers, Consignments, Futures***Burrus Mill & Elevator Co.,***Flour Millers***Universal Mills,***"Superior Feeds"***H. L. Claiborne,***Mgr. J. S. Bache & Co., Futures***Dorsey Grain Co.,***Strictly Brokers—Consignments and Mix. Fd. Ingredients*

DENVER

shipments. Any of the Grain Exchange members listed below will be glad to give you any information you may desire. Better still—ship at least one car to any of them and be convinced.

Houlton Grain Co.

Wholesale Grain.
Get in touch with us.

Farmers Union Mlg. & Elev. Co.

Millers and Grain Merchants.
38th and Wynkoop Sts.

O. M. Kellogg Grain Co.

Receivers shippers of all kinds of grain.

The Conley-Ross Grain Co.

Wholesale Grain.

The Ady & Crowe Mercantile Co.

Grain, Hay, Beans.

Rocky Mountain Grain Co.

Grain Merchants—Export and Domestic.

Note:—All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade is discounted by three disinterested members of the Exchange when discount is not provided for in the contract.

Merchants Exchange
Members

ST. LOUIS

Merchants Exchange
Members

**MARTIN & KNOWLTON
GRAIN CO.**

SUCCESSORS TO
GOFFE & CARKENER CO.
Receivers and Shippers St. Louis, Mo.

PICKER & BEARDSLEY COMMISSION CO.

"THE CONSIGNMENT HOUSE OF ST. LOUIS"
GRAIN, HAY, GRASS SEEDS, KAFIR, MILO
125 MERCHANTS EXCHANGE BLDG. ST. LOUIS, MO.

- First in Enterprise!
- First in Advertising!
- First in Circulation!
- First in News!

The Grain Dealers Journal

Nanson Commission Co. GRAIN, HAY and SEEDS

202 Merchants Exchange Bldg., ST. LOUIS, MO.

**LANGENBERG BROS. GRAIN CO. St. Louis
New Orleans**

Established 1877

Board of Trade
Members

PEORIA

Board of Trade
Members

P. B. and C. C. Miles

Established - 1875
Incorporated - 1910

Peoria, Illinois

Handling Grain on Commission Our Specialty

**Turner-Hudnut Company
Receivers GRAIN Shippers**

42-47 Board of Trade

W. W. DEWEY & SONS COMMISSION MERCHANTS

33-35 Board of Trade, Peoria, Ill.

I have read your Journal for the last three years, and the information therein has been most useful, interesting and reliable to me during my stay here.—James Burden, Capetown, South Africa.

Produce Exchange
Members

NEW YORK

Produce Exchange
Members

L. W. FORBELL & CO.

Strictly Commission Merchants
Specialists in WHEAT, CORN, OATS
Consignments Solicited
340-342 Produce Exchange, NEW YORK, N.Y.

Buyers—Quote Us

M. B. JONES & CO.

Produce Exchange, New York, N. Y.

Send Your Offerings to

The Abel-Whitman Co., Inc.

Grain — Feed — Brokerage
511 Produce Exchange, New York, N.Y.

We have induced reliable advertisers to talk to you.
If they interest you, mention that you saw it in The

Grain Dealers Journal

Grain and Hay
Exchange Members

PITTSBURGH

Grain and Hay
Exchange Members

HARPER GRAIN CO.
Wabash Building
*Modern elevator facilities
at your command.*

JESSE C. STEWART CO.
GRAIN and FEED
Own and Operate the
IRON CITY GRAIN ELEVATOR
PITTSBURGH, PA.
Branch Office at Clarksburg, W. Va.

ESTABLISHED 1872
R. S. McCAGUE, Ltd.
Receivers and Shippers
Corn, Oats, Hay and Mill Feed
PITTSBURGH, PA.

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Handling
Consignments
and Futures
48 Years

B. C. Christopher & Co.

KANSAS CITY MO.

Buyers and
Shippers Kaffir,
Feterita, Milo
Maize, Mill Feed

DAVIS-NOLAND-MERRILL GRAIN CO.

Board of Trade
Kansas City, Mo.

Operating

SANTA FE ELEVATOR "A"
6 000,000 Bushels

Modern Fireproof Storage



*Ask for our bids on Wheat, Corn, Oats, Rye and Barley for ship-
ment to Kansas City and the Gulf—Special Bin Storage Fur-
nished at Regular Storage Rates.*



Buyers—Sellers
**WHEAT . CORN
OATS . BARLEY**
CONSIGNMENTS
MILL ORDERS

UHLMANN GRAIN CO.

Board of Trade - Kansas City
87 Board of Trade - Chicago
Merchants Exchange - St. Louis, Mo.
N. P. Anderson Bldg. - Fort Worth, Tex.
Produce Exchange - New York City
Operators of Katy Elevator, 1,300,000
bushels capacity, at Kansas City

SHANNON GRAIN COMPANY CONSIGNMENTS

1124 Board of Trade KANSAS CITY, MO.

WOLCOTT & LINCOLN Incorporated CONSIGNMENTS

Future orders executed in all markets
1407-10 Board of Trade, Kansas City
Hutchinson, Kans. Salina, Kans.
Wichita, Kans. Kinsley, Kans.

WHEAT
and
OATS

NORRIS GRAIN CO.

Norris Elevator—Murray Elevator

CORN
and
BARLEY

CONSIGN

ERNST-DAVIS COM. CO.
Kansas City

A. C. DAVIS GRAIN CO.
Grain Commission
Mill Orders a Specialty
Consignments and Future Orders Solicited
KANSAS CITY, U. S. A

SCOLAR BISHOP GRAIN CO. Kansas City CONSIGNMENTS Omaha

Corn Exchange
Members

BUFFALO

Corn Exchange
Members

CIPHER CODES

We carry the following cipher codes in stock
and can make prompt delivery.

Universal Grain Code, board cover...\$1.50
Universal Grain Code, flexible leather 3.00
Robinson's Cipher Code, leather..... 2.50
Miller's Code (1917), cloth..... 2.00
Cross Telegraphic Cipher Code..... 2.00
A. B. C. Code, 5th Ed., with sup.....20.00
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Bentley's Complete Phrase Code.....15.00
Elverside Flour Code, Improved, 6th
Edition.....12.50
Calpack Code (1928).....10.00

All prices are f. o. b. Chicago.

GRAIN DEALERS JOURNAL
309 So. La Salle St. Chicago, Ill.

Consign your Grain to
LEESON GRAIN CO., INC.
BUFFALO, N. Y.
Quick Returns—Best Results

Live Grain and Feed Accounts Solicited
BROKERAGE EXCLUSIVELY
HARRY J. HANNON

319 Chamber
of Commerce

Buffalo,
New York

J. G. McKILLEN, INC.
RECEIVERS
Consignments a Specialty
BUFFALO NEW YORK

"All Your Needs in Grain and Feeds"
**SUNSET FEED AND
GRAIN CO. Inc.**
Chamber of Commerce :: Buffalo, N. Y.
CONSIGNMENTS SOLICITED

RECEIVERS, SHIPPERS AND BROKERS

E. A. GRUBBS GRAIN CO.

Kiln Dried Yellow Corn

Wire for Prices

Greenville, Ohio

STANDARD COMMISSION CO.

BROKERS

Grain, Mill Feed, Mixed Feed Ingredients

EXCHANGE BUILDING

MEMPHIS

C. N. D. QUOTATIONS

A complete record of C. N. D. or Radio Market Quotations is invaluable for ready reference.

Each sheet is headed "Board of Trade Quotations for Week Commencing Monday 192...." Columns are provided for three Wheat options, three Corn, three Oats, three Rye and two Barley. Spaces for the market hourly and at close. Closing prices for previous week are listed at top.

Sixty sheets, printed on bond paper, 9x11 1/2, are well bound in book form, with flexible pressboard covers—a year's supply. Order Form 97-6. Price \$1.00. Weight 14 oz.

GRAIN DEALERS' JOURNAL
309 South La Salle St. Chicago, Ill.

E. H. BEER & CO., INC.

Successors to

Chas. England & Co., Inc.

GRAIN—HAY—SEEDS

Commission Merchants

308-310 Chamber of Commerce, Baltimore

Hipple Grain Co.

Hutchinson, Kans.

Specializing in Kafir and Milo

Wire us for Delivered Prices

Upon readers patronage of its advertisers depends the success of the *Grain Dealers Journal* work. Will you mention it?

GORDON GRAIN CO.

CONSIGNMENT SPECIALISTS

ST. JOSEPH, MO.

lost motion cut to a minimum

— only two movable joints —



As the movable joints of a car mover wear, speed and power is taken up by play.

The New Badger Car Mover has the least possible number of joints—only two—giving the most efficient service over the longest period of wear.

The New Badger shifts loaded or unloaded cars quickly and easily with a saving of both time and money.

The Advance Car Mower Co.
Appleton, Wis.

New Badger
car movers

"SLIP PROOF"

Too Many Buyers

Read this letter received from
Cook Bros., Woodward, Iowa.

Grain Dealers Journal, Woodward, Iowa.
Chicago, Ill.

Gentlemen:—You may take out our two ads as we have received two checks for the mill and closed a deal for a motor, both results from the first issue of your Journal containing our ad.

Yours very truly,
COOK BROTHERS.

Here are the ads referred to

MACHINERY FOR SALE

FOR SALE—Three Roll Willford Mill in good condition; \$50.00 buys it. Cook Bros., Woodward, Iowa.

DYNAMOS AND MOTORS

We want a 7 to 10 Horse Direct Current 600 Volt, about 1000 Revolutions per minute, Electric Motor. Write Cook Bros., Woodward, Iowa.

This is only one of many instances where the "WANTED—FOR SALE" columns of the Grain Dealers Journal, Chicago, have proven to grain elevator owners the logical market place for Second-Hand Machinery.

These ads cost but 25c per type line each insertion.

Use Universal Grain Code
and Reduce Your Telegraph Tolls

MOHAWK



RUBBER BELTING

For many years the Standard Belting for elevators.

Specify this belting when contracting to build or remodel.

Demand it when ordering direct.

The Gutta Percha & Rubber-Mfg. Co.

301 W. Randolph St.

CHICAGO

New York Boston Philadelphia San Francisco Seattle

WHAT DO YOU NEED?

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books
Agricultural Gypsum
Attrition Mill
Bag Closing Machine
Bags and Burlap
Bearings { Roller
 { Ball
Belting
Bin Thermometer
Boots
Buckets
Car Liners
Car Loader
Car Mover
Car Seals
Cipher Codes
Claim (R. R.) Collection
Clover Huller
Coal Conveyor
Corn Cracker
Conveying Machinery
Distributor
Dockage Tester
Dump
Dust Collector
Dust Protector
Elevator Brushes
Elevator Leg
Elevator Paint
Feed Mill
Fire Barrels
Fire Extinguishers
Friction Clutch
Grain Cleaner
Grain Driers
Grain Tables
Leg Backstop
Lightning Rods

Lubricating System
Magnetic Separator
Manlift
Moisture Tester
Mustard Seed Separator
Oat Bleachers and Purifiers
Oat Clipper
Pneumatic Conveying Equipment
Portable Elevator
Power { Oil Engine
 { Gas Engine
 { Motors
Power Shovel
Radio Equipment
Railroad Claim Books
Rat or Weevil Exterminator
Renewable Fuse
Safety Steel Sash
Sample Envelopes
Scales
Scale Tickets
Scarifying Machine
Screw Conveyor
Self-Contained Flour Mill
Separator
Sheller
Siding-Roofing { Asbestos
 { Steel or Zinc
Silent Chain Drive
Smut Remover
Speed Reduction Units
Spouting
Storage Tanks
Sulphur
Testing Apparatus
Transmission Machinery
Transmission Rope
Waterproofing (Cement)

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

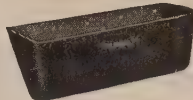
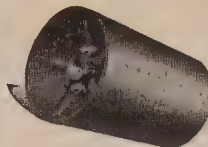
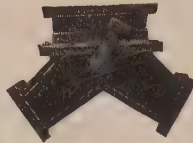
INFORMATION BUREAU

Grain Dealers Journal, 309 So. La Salle St., Chicago

THESE BIG MILLING COMPANIES

Know Equipment and Have Used

"EHRSAM"



The fact that Ehrsam Elevating, Conveying and Transmission Equipment has been furnished in Grain Elevators for the following Big and Well Known Companies during the past two years is evidence, we think, that Ehrsam Equipment satisfies the most exacting equipment buyers.

Washburn Crosby, Kansas City, Mo.
El Reno Mill & Elevator Co., El Reno, Okla.

Eagle Milling Co., Edmund, Okla.

W. J. Lawther, Dallas, Texas.

Acme Milling Co., Oklahoma City, Okla.

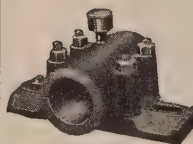
Kimbell Milling Company, Ft. Worth, Texas

Liberty Mills, San Antonio, Texas.

The above elevators built by

Jones-Hettelsater Constr. Co.

Kansas City, Mo.



FREE CATALOG

"EHRSAM"

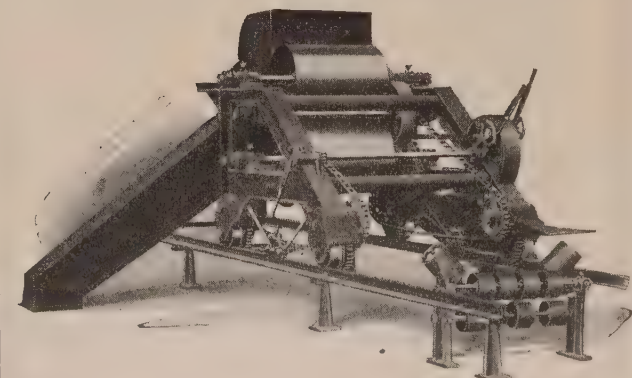
Grain Handling Milling Equipment

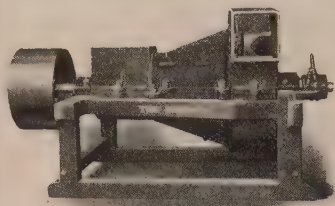
Expert Ehrsam Engineers are always glad to counsel and advise in connection with Grain Handling and Milling Equipment problems. Why not write us today?

J. B. Ehrsam & Sons Mfg. Co.

ENTERPRISE, KANS.

Manufacturers of Machinery for Flour Mills, Grain Elevators, Cement Plaster Mills, Salt Plants, Coal Handling and Rock Crushing Systems, Fertilizer Factories, Power Transmission, Elevating and Conveying Equipment.





SIDNEY

ROLLER-BEARING CORN SHELLERS

SAFER TO OPERATE
INCREASED DURABILITY
DEMANDS LESS ATTENTION
NEVER-ENDING LIFE
EVERY BEARING SELF-ALIGNING
YOUR POWER BILL REDUCED

DON'T WAIT—WRITE TODAY

Let our representative show you

The Sidney Grain Machinery Co.

Manufacturers and Jobbers of
COMPLETE MILL and ELEVATOR EQUIPMENT
SIDNEY, OHIO

Successors to THE PHILLIP SMITH MFG. CO.



THE Calculating Operators will analyze the merits of these sterling feed grinders before placing their requirements.

Diamond Huller Company

WINONA, MINNESOTA



Saves Your Men—
Saves Time—
Increases
Profits

Humphrey Employees' Elevator

Write—
HUMPHREY
ELEVATOR CO.

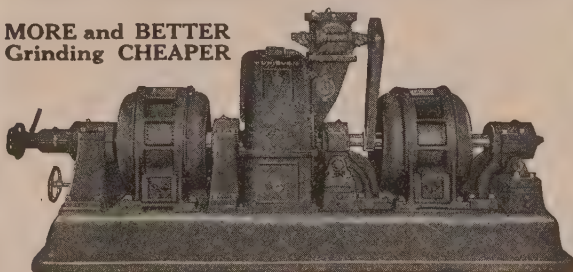
900 Division St., Faribault, Minn.

For Greatest Profit In
Feed Grinding, Employ The

UNIQUE

BALL BEARING ATTRITION MILL

MORE and BETTER
Grinding CHEAPER



The patented curved arm runnerhead admits of producing a greater volume of grinding.

The tramming device insures uniformity of products at all times.

The improved grinding plates—the high grade ball bearings—and the general substantial construction insure that this increased amount of uniform grinding will be done at the lowest possible cost for general maintenance.

We shall be glad to send you complete description on request. Write us.

ROBINSON MFG. CO.

42 Robinson Bldg.

MUNCY, PA.

CHICAGO OFFICE—222 W. ADAMS STREET

Railroad Claim Books

Our Improved Railroad Claim Books are designed especially to expedite the collection of grain, seeds and feed claims. They facilitate the filing, and contain spaces for all the necessary information in the order which assures the prompt attention of the claim agent. They increase and hasten your returns by helping you to prove your claims and by helping the claim agent to justify payment.

Form A is for Loss of Weight in Transit Claims.

" B—Loss in Market Value Due to Delay in Transit

" C—Loss in Quality Due to Delay in Transit.

" D—Loss in Market Value Due to Delay in Furnishing Cars.

" E—Overcharge in Freight or Weight.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two-page index, instructions and summary showing just which claims have not been paid, and four sheets of carbon. You tear out the original to send to the claim agent, and the carbon copy remains in the book, as a record of your claim.

The five forms are well bound in three books, as follows:

411-A contains 100 sets all Form A. Price, \$2.00

411-E contains 100 sets all Form E. Price, \$2.00

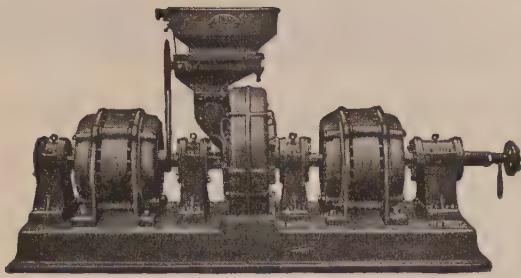
411-5 contains 60 sets Form A, 10 Form B, 10 Form C, 10 Form D and 10 Form E. Price, \$2.00.

Send all orders to

GRAIN DEALERS JOURNAL

309 South La Salle Street

CHICAGO, ILL.



Munson Ball Bearing Attrition Mill

Equipped with the original Undercut Rib grinding plate—the plate of more uses.
All working parts easily accessible without disturbing the tram.
A size for every purpose.

Munson Mill Machinery Co., Inc.

Established 1825

UTICA, N. Y.

Representatives: F. J. Conrad, Cedar Rapids, Ia.; A. D. Hughes & Co., Wayland, Mich.; Strong-Scott Mfg. Co., Minneapolis, Minn.

“Our mill will do all you claim for it”

wrote in an Eastern miller.

A simple statement of facts, but think what it means—Less power per ton, more stock ground per set of plates and a cooler, finer ground product.

Worth looking into, isn't it?

Better send for catalog describing the Munson in detail—no obligation to you—no trouble to us.

* * * * *

We also manufacture batch mixers, cob crushers, bolting and grading machinery, sack piles, etc. Tell us your needs.

For your convenience

Munson Mill Machinery Co. Utica, N. Y.

Gentlemen: Please send us catalog of attrition mills.

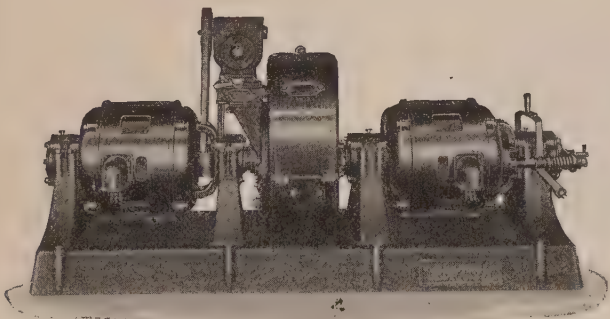
Name.....

Address.....

G. D. 5-27

THE *Bauer* MILL

BALL BEARING



Belt or Motor Driven, Seven Sizes

Alemite Lubrication

Suspended Motor Construction

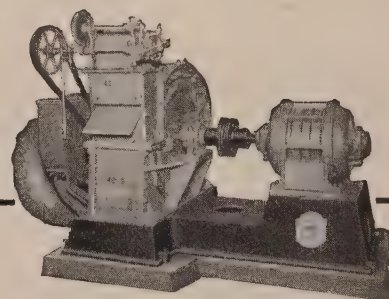
Feeder, Ball Bearing and Noiseless

Ammeter with All Motor Mills

Automatic Quick Release. Pressure Relief Springs with Adjustable Tension

Write for catalog

THE BAUER BROS. CO., SPRINGFIELD, OHIO



America's Leading Feed Mill

The **GRUENDLER** of today is the greatest **GRUENDLER** ever built. Highest capacity per horsepower ever obtained in any grinding machinery. Positive automatic feeder and tramp iron catcher. Quick change of screens while machine is in operation. Adjustable for coarse or fine grinding.

All grinding parts can be replaced or taken out without removing the feeder or top. Solid base and large ball bearings assure absolute protection against shut down.

Write for Bulletin on latest **GRUENDLER** Feed Mills

Gruendler Patent Crusher & Pulverizer Co.
1103 Landreth Bldg. St. Louis, Mo.



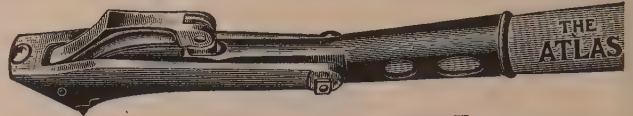
DAY Dust Collectors

have been standard equipment in better grain elevators for over forty years.

There's a Reason

The Day Company
Dust Collecting Engineers

1023-5 Lyndale Ave., N. Minneapolis, Minn.



The Atlas Car Mover

The Car Mover With Power

When you put an Atlas under the wheels of a car there is never a question about moving it.

Compound Action Fully Guaranteed

The Best Car Mover on Earth

APPLETON CAR MOVER COMPANY

Appleton, Wisconsin

"Eureka - Invincible" Grain & Seed Cleaners and Feed Manufacturing Equipment

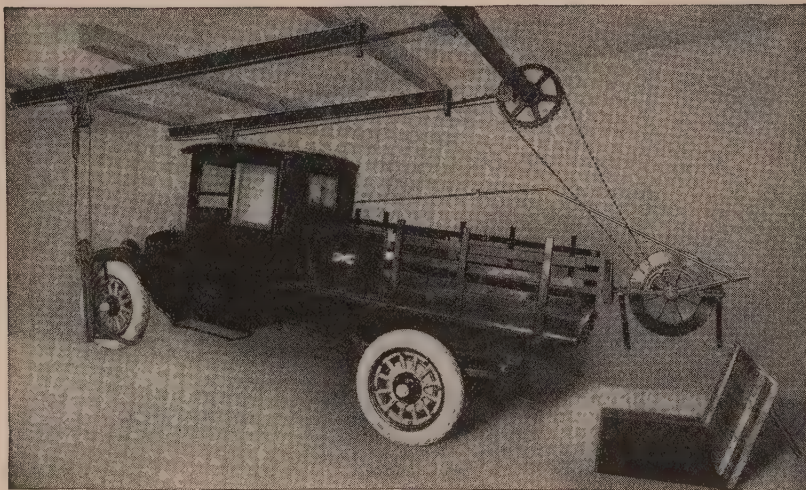


S. HOWES CO., Inc.

INVINCIBLE GRAIN CLEANER CO.
SILVER CREEK, N.Y.



"EUREKA" - "INVINCIBLE" GRAIN CLEANING MACHINERY



McMillin Wagon & Truck Dump

TWO HORSE-POWER is sufficient for all requirements.
Always ready to go when power is applied.
If power is not available it can be operated by hand.
No use of Big, Clumsy Dump door as dump is adjustable to all length vehicles.
Operated from a point where you can see the grain as it is dumped.
Simple and easily installed.
By extending track you can dump into any number of dump doors.
Our attachment to front wheels of vehicles is simple and substantial, quickly attached and detached, and easily moved from one dump door to another.
Under control of the operator at all times.
A dump of this type will increase business. It is the most economical dump in first cost, installation cost, and power required.
Speedy in operation.
DURABLE and SUBSTANTIAL.
Above all, satisfactory to the operator and a Trade Getter.

Write for Full Information.

L. J. McMILLIN

525 Board of Trade

Indianapolis, Ind.

SHIPPERS' CERTIFICATE of WEIGHT

Designed for the use of grain shippers who wish to make a written statement of the amount and grade of grain loaded into a car. Especially adapted for use in connection with claims for Loss of Weight in Transit.

Each ticket gives the following information: Kind of scale used; Station; Car Number and Initials; Shipper's Name; —lbs. equal to —bus. of No.—; Date scales were tested and by whom; car thoroughly examined and found to be in good condition and properly sealed when delivered to the ————R. R. Co.; Seal Record, name and number, sides and ends; marked capacity of car; date; and name of the weigher. On the reverse side of both originals and duplicates is a form for recording the weight of each draught.

Printed and numbered in duplicate. Originals on Goldenrod Bond paper and duplicates on tough pink manila in two colors of ink. Well bound with heavy hinged pressboard covers so they will open flat, containing 50 originals, 50 duplicates and four sheets of carbon paper.

Order Form No. 89 SWC. Price \$1.00.

Grain Dealers Journal, Chicago, Ill.

Looking thru the sample copy which was sent to me I found many things of interest and helpful to any dealer. Our check for subscription is enclosed.—J. D. Bennett, mgr., Ontario Grain Co., Ontario, Oregon.

Have You Adequate Weighing Facilities?

You are gambling with your profits if you haven't, because neither receiver nor carrier will recognize your weights unless you can demonstrate the adequacy of your equipment.

RICHARDSON AUTOMATIC GRAIN SCALES

are adequate because they can, when correctly operated, be found to

1. Check, with inimitable closeness, with the finest supervised carload hopper scales in same elevator.
2. Check with finest known tolerance for cross town movements with supervised honestly-operated Hopper or Track scales on cross town cars.
3. Check with supervised honestly-operated Carload hopper scales at distant terminal within the same tolerance allowed between two carload hopper scales at two of the best markets, provided no leakage, theft or transfer occurs en route.

Equip for honest weighing and get all that's rightfully yours!

RICHARDSON SCALE COMPANY

Clifton, New Jersey

CHICAGO

WICHITA

OMAHA

MINNEAPOLIS

Scale and Credit Tickets

Form 51 duplicating, size $5\frac{1}{2} \times 13\frac{3}{4}$ inches is formed of 100 pages of white bond paper for the 500 original tickets, machine perforated for easy removal, 100 yellow post office paper for the 500 originals which remain in the book and 4 sheets of carbon paper bound in back. Each ticket provides spaces for "Number, Date, Load of, From, To, Grosslbs., Tarelbs., Netlbs. Net, bus., \$.....Due to or order, Weigher.

Check bound, well printed. Shipping weight 3 lbs. Price \$1.25 f. o. b. Chicago.

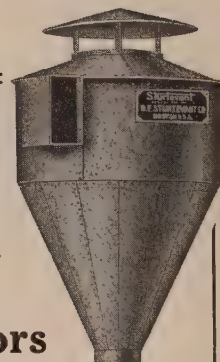
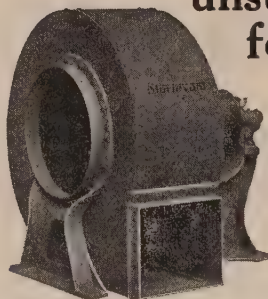
Grain Dealers Journal

309 So. La Salle St.

Chicago, Ill.

Sturtevant
(REG. U.S. PAT. OFF.)

**Fans and
Collectors
unsurpassed
for grain
elevators**



FOR over 60 years Sturtevant Dust Collecting Fans have been unsurpassed in efficiency and economical operation. In design and construction they have always been recognized as the best.

Such features as accurate balance, forward curved blades, low power and low maintenance cost have made these fans the choice of engineers specializing in grain elevator work.

Sturtevant also manufactures dust collectors and is thoroughly competent in the design and application of modern dust collecting systems for grain elevators.

Write for catalog 291.

B. F. STURTEVANT COMPANY
HYDE PARK, BOSTON, MASS.

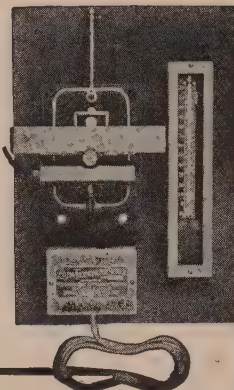
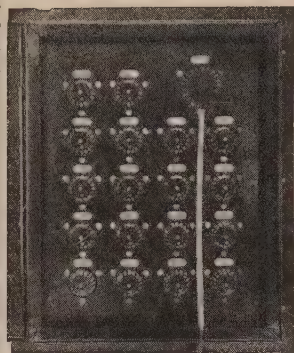
Sales Offices in all principal cities

Chicago Office, 1042 Wrigley Bldg.



**STURTEVANT COLLECTING &
CONVEYING FANS & SYSTEMS**

1700



The "ZELENY" Protects Your Grain

A Few Zeleny Installations

Cargill Grain Co.
Pillsbury Flour
Mills
Bartlett Frasier
Co.
Udlike Grain
Co.
Armour Grain
Co.
Larabee Flour
Mills
New Orleans
Public
Elevator
Maney Milling
Co.
Buckeye Cotton
Oil Co.
Red Star Milling
Co.

It is a simple device for testing the condition of grain stored in bins or tanks, by giving at all times the accurate temperature of the grain, not merely at the bottom and the top of the bins, but at intervals of five feet up through the bins. It saves you money by eliminating unnecessary turning of grain, which entails shrinkage, time, labor, power and wear on machinery; prevents bin-burned grain; increases working capacity of plants by saving time.

Further data will be furnished on request.

Zeleny Thermometer Co.
542 S. Dearborn St. CHICAGO

If You Handle Coal

It will pay you to become a regular reader of

THE RETAIL COALMAN

and learn what successful retailers are doing to make their business more profitable. A newsy, snappy magazine full of practical ideas and suggestions that will make you money.

Send \$1.50 for a year's trial subscription. Your money cheerfully refunded if not entirely satisfied.

THE RETAIL COALMAN

1223 Monadnock Block

Chicago, Ill.

Use Universal Grain Code

and reduce your telegraph tolls.

Prepared especially for the grain, millfeed and field seed trades.

It is arranged alphabetically and contains no ambiguities.

150 pages, size 4 $\frac{5}{8}$ x 7 $\frac{1}{8}$ inches. Bound in flexible leather, \$3.00; Board covers, \$1.50. Address Grain Dealers Journal, 309 South LaSalle Street, Chicago, Illinois.

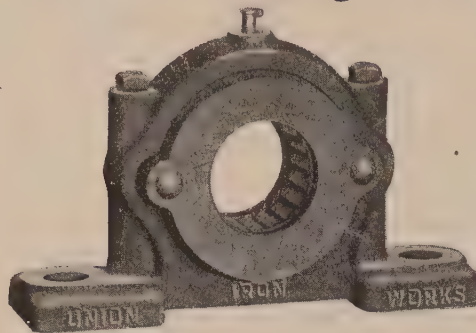
IMPORTANT

ANNOUNCING

IMPORTANT

HYATT ROLLER BEARING

WESTERN
SHELLERS AND CLEANERS
AND
LINE SHAFT EQUIPMENT



HYATT ROLLER BEARING
—PILLOW BLOCK—

WRITE FOR CIRCULAR GIVING COMPLETE DATA

UNION IRON WORKS, DECATUR, ILL.

Improved Duplicating Grain Tickets

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and a ticket for the hauler. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6 $\frac{3}{8}$ inches. The 125 duplicates are printed on manila but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7 $\frac{1}{2}$ x12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer."

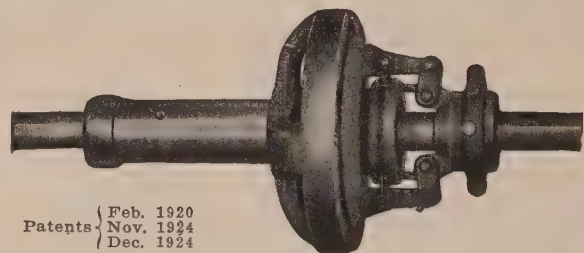
Form 19GT Duplicating (250 pages) \$1.50

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Grain Dealers Journal

309 So. La Salle St.

Chicago, Ill.



Patents { Feb. 1920
Nov. 1924
Dec. 1924

THE BEYL

Maximum Power—Minimum Cost

The Beyl is the most popular Clutch of today. Why? Because every owner is a Booster. One Beyl Clutch in a new field resells itself many times.

The New Beyl with its Hyatt Industrial Roller Bearing Sleeve is described in "Motorize Correctly." Write us for your copy. It tells how the Northwest is now eliminating Friction and Fire Hazards. The method is thoroughly endorsed by every Insurance Company interested in an elevator.

Link Belt Supply Co.

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Manufacturers of Hyatt Equipped
Grain Elevator Transmission

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It PAYS to GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of Shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." *R. W. Watt, Jacobburg, O.*

10 sizes; 2 to 25 H. P. Write for free catalogue.

N. P. BOWSHER CO., SOUTH BEND, IND.

10,000 SHIPPERS
Are now using

TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

Prevent
CLAIM LOSSES

Write for samples and prices

INTERNATIONAL SEAL & LOCK CO.
Chas. J. Webb, Vice President
617 Railway Exchange Bldg., Chicago, Ill.

WHY-A-LEAK—STOP IT—

BAD ORDER CARS

cause the loss of many hard earned dollars to shippers of grain and seed.

MUCH OF THIS LOSS can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected.

KENNEDY SYSTEM of car liners prevents leakage in transit and are made for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

WILL YOU NOT give us an opportunity to submit full details of our system and the low cost for this protection? We are confident this would demonstrate to you the efficiency and money saving merits of our car liners.

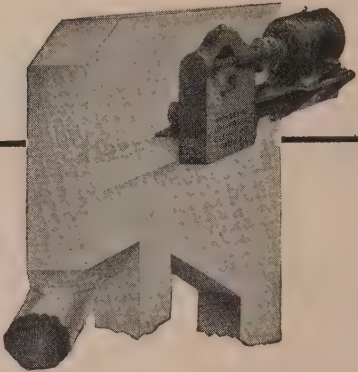
THE KENNEDY CAR LINER & BAG COMPANY
SHELBYVILLE, IND.
Canadian Factory at Woodstock, Ontario

Receiving and Stock Book

Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with keratol back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads. Weight 2 lbs. 5 oz. Price \$3.00.

Grain Dealers Journal 309 South La Salle St., Chicago, Ill.



New Method of Applying Motor Power to Elevating Leg

The Drive that is positive, self-aligning, and has a releasable back stop.

Chrome Nickel Steel Worm and Phosphor Bronze Worm Wheel. All main bearings Timken, tapered, anti-friction, roller.


The Drive that is endorsed by Underwriters and efficiency engineers.

Write for Literature

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I find the Grain Dealers Journal very helpful.—W. L. Kraning, mgr., Mexico Elvtr. & Live Stock Co., Mexico, Indiana.

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JACKS and STEEL YOKES


for Grain Elevator, Silo and Coal Pit Construction

Write for literature and prices

Patented

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NELSON MACHINE CO.
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In Omaha, Neb.—Hotel Fontenelle
350 Rooms—350 Baths

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250 Rooms—200 Baths
\$1.50 to \$3.50

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Operated for your comfort by

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'Unchanging Rates are Posted in Every Eppley Room'

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Last word in hotel construction and service.

RIGHT in the center of business and theatre districts, and convenient to all railroad, street car and bus lines.

Has the quiet refinement of an exclusive club.

Everyone of its 400 rooms has a bath. Circulating ice water, large closets, bed lamps, morning paper under the door, and other unusual features.

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Cover's Dust Protector

Rubber Protector. \$2.00
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge

H. S. COVER
Box 404 South Bend, Ind.



Am receiving the Journal and enjoy each number. Getting lots of good information out of it. W. F. Dettloff, Alma, Wis.

GRAIN ELEVATOR BUILDERS

RELIANCE Construction Co.

Board of Trade, Indianapolis

Designers and Constructors
of the better class of grain elevators
—concrete or wood

Younglove Construction Company

Grain Elevators, Transfer Houses,
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*"If Better Elevators are Built
They will STILL be Youngloves"*

SPECIALIZING
Concrete Pits that ARE Waterproof

418 Iowa Bldg.,
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Phone or Drop a Line

To Federal Engineering Co.,
of Topeka, Kansas, if you
need a new elevator, old one
repaired or machinery in-
stalled.

"They Build the Best"

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SHEET METAL WORK
Grain Elevators a Specialty

CRAMER BUILT
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Designer and Builder of
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Read the Advertising pages.
They contain many stories of interest.
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Specialists In

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Our elevators stand every test
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For elevator and mill supplies we
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Designers and Builders of
**MODERN MILLS,
ELEVATORS and
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L. J. McMILLIN
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Any Size or Capacity
523 Board of Trade Bldg., Indianapolis, Ind.

DESIGNERS
of Grain Elevators, Flour Mills
*Feed Mills, Warehouses
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Preliminary Sketches and Estimates
Valuations and Reports

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Board of Trade Bldg. Kansas City, Mo.

To BUY or SELL RENT or LEASE an ELEVATOR

Place an adv. in the "Wanted" or "For Sale"
columns of the GRAIN DEALERS JOURNAL,
of Chicago. It will bring you quick returns.

OUR advertisers are helping us to improve Grain Trade
conditions. SHOW YOUR APPRECIATION, Mention G. D. J.



3,000,000 Bushel Grain Elevator for

A. E. Staley Mfg. Co.

Decatur, Illinois

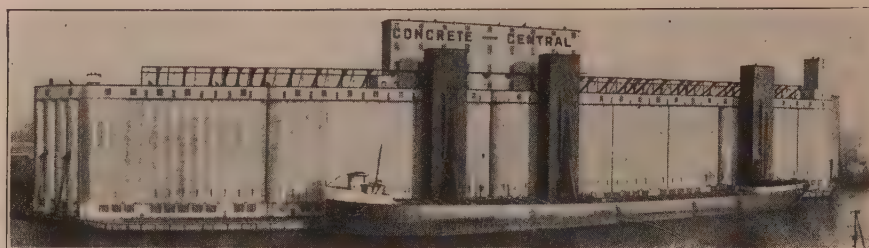
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323 N. Michigan Ave. Chicago, Ill.

Operated by
The Eastern Grain,
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Corporation



Concrete-Central
Elevator, Buffalo,
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Capacity
4,500,000 Bushels

Designed and Built by

Monarch Engineering Company

Buffalo, N. Y.

Capacity
5,000,000
Bushels



Equipped with
Four Stewart
Link-Belt
Grain Car
Unloaders

Pennsylvania R. R. Elevator, Baltimore—The Most Modern Elevator in the World

Designed and Constructed by

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1210 Fisher Bldg., Chicago, Ill.

Designers and Builders of GRAIN ELEVATORS in All Parts of the World



One of Several Elevators

Designed and Built by us Throughout Canada

The More Recent are

The Reliance Terminal Elevator	Port Arthur
The Jas. Richardson & Sons Elev.	Port Arthur
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THE BARNETT-McQUEEN CONSTN. CO., LIMITED

Designers and Builders of Grain Elevators

Fort William, Ont.

Duluth

Minneapolis, Minn.

Enid Terminal Elevator Company

Enid, Oklahoma

Present Capacity, 550,000 Bushels

(Head House equipped to handle 1,250,000 bushels)

Broke ground in January, complete plant placed in operation June 1. Before completion, the SOUTHWEST TERMINAL ELEVATOR COMPANY of Enid awarded us contract for a duplicate of this elevator. The second plant was ready to handle grain September 1. Both are now operating on a profitable basis.

Designed and Built by

Jones-Hettelsater Construction Co.

Grain Elevators—Flour and Feed Mills

708-9 Mutual Building

Kansas City, Mo.



2,500,000 Bu. Terminal Grain Elevator

Designed for

The Philadelphia Grain Elevator Company

Port Richmond

BY

FEGLES CONSTRUCTION CO., Ltd.

ENGINEERS — CONTRACTORS

Minneapolis, Minn.

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Santa Fe Elevator "A"

Kansas City, Kans.

Capacity
6,500,000 Bushels

John S. Metcalf Co.

Grain Elevator Engineers and Constructors

111 W. Jackson Blvd., Chicago

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837 W. Hastings St., Vancouver, B. C.



The Baltimore and Ohio R. R. Co.'s
Baltimore, Md.

Terminal Grain Elevator

Capacity 3,800,000 Bushels

*The Most Rapid Grain Handling
Plant in the World*

Constructed by

THE M. A. LONG CO.

*Engineers and Constructors
Grain Elevator Department*

The Long Bldg. - Baltimore, Md.
Postal Tel. Bldg. - Chicago, Ill.

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

EASTERN KANSAS—10,000 bu. elevator for sale. Crops never looked better. Address 2418 W. 6th St., Topeka, Kansas.

KANSAS—4,000 bu. elevator and residence for sale, in Wheat Belt, good condition. Price \$4,500. Address Walter Ogan, Shafter, Kansas.

WIS.—Up-to-date grain elevator, flour and feed house for sale; reasonable. Write Mary Hauterbrook, 1272 Walnut St., Green Bay, Wis.

TWO COUNTRY ELEVATORS for sale in Kansas Wheat Belt. Cash or terms. Address 58H49, Grain Dealers Journal, Chicago, Ill.

INDIANA—Two country elevators for sale, doing good business in grain, coal, feed and other side lines. Address 58K11, Grain Dealers Journal, Chicago, Ill.

OHIO—5,000-bu. elevator for sale, located in one of best localities in state; reason for selling, owner deceased. Address 58K18, Grain Dealers Journal, Chicago, Ill.

MONTANA—18,000-bu. cribbed elevator, 7 coal bins, feed grinder and feed shed, for sale cheap. Best prospect for bumper crop; can show exceptionally big profit for past 4 years. Address Hardin Grain & Fuel Co., Hardin, Mont.

WESTERN IOWA, 35,000-bu. elevator with 40,000-bu. oat annex; double corn crib, one feed, one seed and flour house, located in big corn and oat country with extra large territory to draw from. Address 58K9, Grain Dealers Journal, Chicago, Ill.

NORTH DAKOTA—35,000 bu. elevator for sale on the C.M.&St.P. Ry.; air dump; cleaner; one 9x24, 4 roll feed mill. All electric driven, also 5 bin coal shed. In good repair, doing good business now. Possession June 1st. Price \$14,500—carrying \$13,500 * insurance. Address 58J2, Grain Dealers Journal, Chicago, Ill.

KANSAS—17,000 bu. elevator for sale with good office and warehouse for flour and feed, one coal shed, hardware and implement building 50 ft. by 80 ft., located at Beaver, Barton County, Kas., also residence and lots. Will sell altogether or separate to suit purchaser; priced right. Write or phone E. E. Miller, Redwing, Kansas. Phone No. 107-13.

PENNSYLVANIA—17,000-bu. iron-clad cribbed grain elevator for sale; modern type, built new in 1922, on Penna. R. R., with a coal trestle 112 ft. long, 16 ft. high, all steel and concrete. About 3 acres of ground go with property; 11 miles from one of best small colleges in country. Will make easy terms to a conscientious hustler. Good reason for selling. Address 58K22, Grain Dealers Journal, Chicago.

NORTHERN ILLINOIS

A line of 10 elevators and lumber yards for sale, located at Chana, Adeline, Davis Junction, Fay, Leaf River, Maple Park, Maryland, New Milford, Stillman Valley, Thomson. In prosperous country and all doing good business. Will sell as a line or separately. Address 58H40, Grain Dealers Journal, Chicago, Ill., for further information.

ELEVATORS FOR SALE.

NEBRASKA—Elevators in Eastern Nebraska. Crops never looked better. Address Duff Grain Company, Nebraska City, Nebraska.

S. W. MINNESOTA—20,000 bu. elevator for sale, cribbed, 11 bins, air-dump, electric motor. Address Miles Tormey, Dovray, Minn.

EASTERN KANSAS—Four elevators for sale; one of the very best stations in Eastern Kansas; competition at just two points. Terms to suit purchaser. Address 58J10, Grain Dealers Journal, Chicago, Illinois.

KANSAS—10,000 bu. capacity elevator for sale; grinder, feed room, Richardson Automatic Scales, coal shed and dwelling house; on main line of Santa Fe. See or write Oliver Howell, Route 1, Garfield, Kansas.

ILLINOIS—15,000 bu. elevator for sale, on P. & E., and good warehouse on adjacent private ground near Champaign, Ill. In good condition and doing active business. Reasonable. Address 58G1, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA Elevator with hay, grain, flour and feed business for sale. Capacity for small grain 10,000 bushels. Property composed of electrically equipped elevator, flour and feed house, 100 ton hay barn and modern residence. Address P. O. Box 128, Haskell, Okla.

MISSOURI—Elevator for sale, located in Saline County, on Mo. Pac. Ry., in best grain section of country. Equipped with electric and gasoline power. To be sold on account of death of partner. W. H. Meschede, Administrator, Marshall, Missouri.

KANSAS—One of the best located elevators in the state's best city, 75,000 bu. tank storage, large warehouse on tracks, control big farmers poultry and dairy trade. It will pay you to investigate. Address 58H9, Grain Dealers Journal, Chicago, Illinois.

ILLINOIS—A 30,000 bu. cribbed elevator for sale; equipped with 2 dumps, 2 legs; near Champaign, Ill. In good condition and easily operated by one man. Good grain point. Low priced to settle estate. Address 58G3, Grain Dealers Journal, Chicago, Illinois.

EAST CENTRAL ILLINOIS—Grain elevator for sale, in heart of corn belt, on concrete road. Main elevator cribbed construction, iron clad, capacity with attached crib 100,000 bus.; coal bins, cement house, fine new 2 room stucco office, Fairbanks type registering scale; large 8 room house with barn and 7 acres land across road from elevator. No competition. You will be pleased when you see it. Address 58F27, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

MICHIGAN grain and bean elevator for sale; with coal business; best county seat location. Address 58K1, Grain Dealers Journal, Chicago, Ill.

IOWA—25,000 bu. cribbed grain elevator, feed mill and coal bins for sale. Good condition; excellent territory. Address 58H4, Grain Dealers Journal, Chicago, Ill.

KANSAS—Large country elevator for sale in good condition; extremely well located in wheat belt of Kansas, west of Hutchinson. Address Box 147, Hiattville, Kansas.

CENTRAL KANSAS—20,000 bu. elevator for sale, good condition, ready to go, coal bins and dwelling in connection if wanted. Write 58G15, Grain Dealers Journal, Chicago, Ill.

NEBRASKA—modern 25,000-bu. elevator for sale, located in best town in north central part of state. Crop conditions wonderful. If interested write The Cornbelt Lumber Co., Lincoln, Nebr.

KANSAS—We offer three modern elevators, one residence and one oil and gas filling station for \$10,000. No local competition, located in Republican Valley. Responsible party may handle on very easy terms. Prospects are ideal, sacrificing to move. Address 58K2, Grain Dealers Journal, Chicago, Ill.

GRAIN ELEVATOR with Real Estate in exceptional grain section. Established 20 years. No competition. Sales over \$200,000 annually. Profits last year \$15,000. Account disagreement of partners business is offered at \$35,000 to include all equipment. Address 58K12, Grain Dealers Journal, Chicago, Ill.

WESTERN KANSAS—10,000-bu. elevator for sale; new Globe Dump, 10-ton scales, Richardson Auto. Scale; in a small town on the St. Francis Branch of the C., B. & Q.; good territory. (One competitor, an equity.) Fine crop prospects. Priced at \$5,000. Address 58K4, Grain Dealers Journal, Chicago, Ill.

NEBRASKA—Terminal elevator in Lincoln for sale; 90,000 bu.; reinforced concrete construction, earning lowest insurance rates; electric power; grain drier; modern in every respect; favorable trackage all roads. This is a rapid handling, economically operated elevator located in one of the best grain producing sections. No incumbrance; liberal terms of payment. Address Mrs. J. S. Ewart, 2727 "P" St., Lincoln, Nebr.

EAST CENTRAL ILLINOIS grain elevator for sale in heart of corn belt. Second largest grain shipping point between Lafayette and Peoria. Average volume for station over 500,000 bus. Best of competition at station and surrounding points. Elevator cribbed construction, capacity 35,000 bus.; new cribbed construction coal bins, new brick office, good ear corn crib, strictly modern 9 room residence. Reason for selling, wish to retire on account of ill health. Address 58C15, Grain Dealers Journal, Chicago, Illinois.

In Iowa

a line of 3 elevators and lumber yards for sale located at Farson, Grimes and Kenwood. Will sell separately if desired. All located in live territory. Address 58H35, Grain Dealers Journal, Chicago, Ill.

Two Grain Elevators

for sale, located at Forrester and Honey Creek, Illinois. These elevators are in prosperous grain country in Northern Illinois. Address 58H47, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE, TRADE OR RENT

IOWA—20,000 bu. iron clad modern elevator, new, good coal and feed business in connection. Address G. G. Garver, Clearfield, Iowa.

MANSFIELD, ILL., elevator and coal business for sale or rent, on P. & E. R. R. J. C. Swartz, Mansfield, Ill.

ELEVATOR BROKERS.

ALWAYS HAVE ELEVATORS for sale. To save time, please state amount you wish to invest and location you prefer. James M. Maguire, 6440 Minerva Ave., Chicago, Ill.

FOR EXCHANGE.

WANT TO TRADE good bottom farm, improved, for grain elevator in Eastern Nebraska or Kansas. Address 58K6, Grain Dealers Journal, Chicago, Ill.

TO LEASE OR FINANCE

WE WANT to lease or finance elevators in Northeastern Indiana and Northwestern Ohio. Send full particulars in first letter. Address 58K10, Grain Dealers Journal, Chicago, Ill.

FEED MILL FOR SALE.

MILLING IN TRANSIT FEED MILL FOR SALE—Empire Mills at Olean, N. Y., storage capacity 65,000 bushels bulk grain, 21,300 feet warehouse room for sacked goods. All machinery for feed; manufacture no flour. Private switch with track scale. Bargain. Address Felt Bros. & Gage Co., Olean, N. Y.

BUSINESS OPPORTUNITIES.

FOR SALE—Ice plant and machinery, or machinery alone, belonging to firm dissolved by death of partner. For full details write W. H. Meschede, Admr., Marshall, Missouri.

FOR SALE—Flour, feed, sugar and produce business; wheat elevator in connection; sales in 1926 totaled \$100,000; good jobbing business established in flour and other products. Address Jones Flour & Feed Co., Sparta, Ill.

HELP WANTED.

COMPETENT AND EXPERIENCED elevator managers, foremen, bookkeepers, auditors, second men and solicitors can easily and quickly be found through an ad in the "Help Wanted" columns of the Grain Dealers Journal, Chicago, Ill.

Bargain Sale in Soiled and Shelf Worn Books.

Grain Receiving Ledger is designed for use by country grain buyers who keep individual accounts with their farmer patrons. Slightly damaged, was used as printer's sample. Price \$2.00 and postage. Weight 2½ lbs. Order "Special 43."

Scale and Credit Ticket Book, 100 pages each original and duplicate, 5 tickets to page, machine perforated, 4 sheets carbon. Used as salesman's sample. Price 75c and postage. Weight 1¼ lbs. Order "Special 51."

One Double Indexed Car Register, used to advantage by receivers and carlot shippers. Through its use any car may be found instantly. The double pages are ruled vertically so as to provide a column for each digit. This form contains space for 12,000 cars. Order "No. 40, Special," price \$2.00.

GRAIN DEALERS JOURNAL
309 So. LaSalle St., Chicago, Ill.

Botna, Iowa

Lumber and coal business for sale.
Address 58H30, Grain Dealers Journal,
Chicago, Ill.

SITUATION WANTED

WANT POSITION as manager of elevator; farmers' or line company; 14 years' experience; age 38. Iowa or Ill. preferred. Address Tom Hunt, Royal, Ia.

POSITION WANTED as manager of grain elevator in good territory; 8 years' experience; married. Address 58H15, Grain Dealers Journal, Chicago, Illinois.

POSITION as Manager of Farmer's or Line Company House. Thoroughly experienced in all of its branches; state salary; references furnished. Address Box 18, Rowena, So. Dak.

POSITION wanted as manager of grain elevator; many years' experience; can handle side lines; good references; prefer Okla. but will go elsewhere. Jno. W. Fitch, Amber, Okla., R. 2.

WANTED position as manager of a good grain business; 15 years' experience; would buy a small interest; good references furnished. Address 58E14, Grain Dealers Journal, Chicago, Ill.

POSITION wanted as manager of Farmers Elevator Co. or would take charge of elevator owned by private parties. Have ample experience; references furnished. Address 58H6, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of country wire office, or as solicitor on the road. Experienced and with large acquaintance among country shippers; references. Address 58H1, Grain Dealers Journal, Chicago, Ill.

POSITION wanted by grain elevator man as mgr. or superintendent; 20 yrs. experience; size of plant no object, either terminal or country receiving station; now employed. Write 58H7, Grain Dealers Journal, Chicago, Ill.

POSITION wanted as manager of line or farmer's elevator; have had seven years' experience; age 30; can furnish good reference; have experience in coal and feed business. Address 58K24, Grain Dealers Journal, Chicago, Ill.

WANT position as manager Farmers Elevator by married man, 37 yrs. old, have managed Farmers Elevator here for past 12 yrs. Can furnish bond and best references as to ability and character. C. M. Hart, Reed Point, Mont.

WANTED position as manager for line of country stations or terminal; if connection proves satisfactory would like to invest later. Colorado or Kansas preferred. Experienced. Address 58K16, Grain Dealers Journal, Chicago, Ill.

WANTED position as manager of Grain Elevator, or with good Grain Commission Firm. 50 years old and have had life experience in grain and milling; can furnish best of reference as to qualifications, etc. State particulars and salary. Address H. M., 356 Wilder Street, Aurora, Illinois.

SOMEBODY'S always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.

SCALES WANTED.

WANTED TO BUY—Two 4 or 5 bushel Richardson Scales. The Sidney Grain Machinery Co., Sidney, Ohio.

WANTED—Richardson Automatic grain and bag portable scales. State capacity, how long used and lowest price. Morse Engineering Co., Kansas City, Mo.

SCALES FOR SALE.

RICHARDSON Automatic Grain Loading Scale for sale, in good condition. W. H. Cramer Construction Co., North Platte, Nebr.

RICHARDSON Automatic Scales, 4 to 8 bu. capacity for sale; fine condition. Also R. H. track scales. Address Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

ENGINES FOR SALE

FOR SALE—One used 35 Hp. Charter Oil Engine with friction clutch, \$500.00. Address E. H. Morris, Crossville, Ill.

FOR SALE—One Fairbanks-Morse Type Y 25 Hp. Oil Engine, in good condition. Write Wyatt Grain Co., Wyatt, Indiana.

FOR SALE—25 hp. International coal oil engine, in good condition, reasonable. Address 58F31, Grain Dealers Journal, Chicago, Ill.

GASOLINE AND OIL ENGINES of all kinds, sizes and prices can be sold profitably through the "Oil and Gas Engines" columns of the Grain Dealers Journal of Chicago.

ADDRESS WANTED.

FRED FAULKNER, formerly in the grain business at Denver, Colo., and Cedar Rapids, Ia.—where is he now? Address 58K7, Grain Dealers Journal, Chicago, Ill.

PARTNER WANTED

YOU CAN SECURE a partner if you make your wants known to the grain trade through the Partners Wanted column of the Grain Dealers Journal.

SAMPLE ENVELOPES.

SAMPLE ENVELOPES—SPEAR SAFETY—for mailing samples of grain, feed and seed. Made of heavy kraft paper, strong and durable, size 4½x7 inches. Have a limited supply to sell at \$2.60 per hundred or in lots of 500, \$2.30 per hundred f. o. b. Chicago. Sample mailed on request. Grain Dealers Journal, 309 S. LaSalle St., Chicago, Ill.

MOTORS.

DYNAMOS AND MOTORS WANTED—Buyers of this equipment are reached in largest numbers and at the least expense through the use of the "DYNAMOS-MOTORS" columns of the Grain Dealers Journal—the medium for power bargains.

KEEP POSTED

GRAIN DEALERS JOURNAL

309 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find Two Dollars for one year.

Name of Firm.....

Capacity of Elevator..... Post Office.....

State.....

MACHINES FOR SALE.

MONITOR No. 5 Oat clipper and scourer; little used; condition very good. Price \$140. Harvey & Stuart, Schoolcraft, Mich.

FOR SALE—18 in. Sprout-Waldron Attrition Mill, ball bearing, belt driven, with shaft and pulleys complete; first class condition. Price \$280. Chas. F. Naber & Co., Fairmount, Ind.

FOR SALE—One 3 pair high 9x18 Allis Feed Mill in excellent condition. Price reasonable. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

FOR QUICK SALE.

Motor and belt driven single and double head attrition mills, slightly used; fully guaranteed. Wire, phone or write for extremely attractive prices. **DIAMOND HULLER CO.**, Winona, Minn.

FOR SALE—Rebuilt ear corn crusher, large capacity, \$75.00.

18" double disc motor drive attrition mill, \$600.00.

18" belt drive attrition mill, double disc, \$150.00.

Complete equipment for mills and elevators. Sidney Grain Machinery Co., Sidney, Ohio.

THREE BLOWERS for dust conveyors, one 50" National Blower Works make of Milwaukee, Wis., one 60" and one 72" Sturtevant made by the B. F. Sturtevant Co., Boston, Mass.; A-1 condition; will sell reasonably; write for prices.

SIX FAIRBANKS Hopper Scales, 1,600 bu., with type registering beam for sale, good as new. They are coming out of grain elevators we are now dismantling for the Santa Fe Ry. Co., Argentine, Kas. We will guarantee same to be complete and in good working order. Will sell one or all. **J. Goldberg & Sons Struc. Steel Co.**, Box 6406, Sheffield, Kansas City, Mo.

MACHINERY BARGAINS

1 37½-h.p. and 1 25-h.p. Fairbanks-Morse type "Y" engines; 1 15-h.p. type "Z"; 1 Day Mixer; 1 Hughes B. B. Vertical Mixer; 2 1-h.p. single-phase motors. Cutler, Ellis and Huhn Driers. 4 water wheels. 20 and 24" motor driven attrition mills. 18, 20 and 24" Dreadnaught grinders; several other sizes and makes of attrition mills. A new D. E. Hammer mill; a No. 3 and 4 J. B. Hammer mill; corn crackers and graders. 2 and 3 high feed mills; 50-bbl. Midget Marvel Mill. Bowsher Mills; dust collectors; elevators large and small; corn shellers; corn crushers; burr mills; separators. All our machinery is rebuilt.

A. D. HUGHES CO., Wayland, Mich.

NEW AND USED MACHINERY

Write for information on our **IOWA OAT HULLER** and **DUPLEX COMBINED CORN CUTTER AND ASPIRATOR**. Also get our lists on Attrition Mills, Hammer Type Mills and all kinds of feed grinders. All sizes new and used Batch Mixers. 2 Bessemer, 25-h.p. engines, and 12 used Fairbanks-Morse engines; all sizes corn shellers and cleaners. Anglo Vita Cereal Mills. Midget Marvel Mills our specialty. Complete equipments for feed plants. Large number feed rolls. C. C. Graders, etc. We are in position to give you real service, and we want your business. 17 miles west of Kansas City. Address all inquiries to

H. C. DAVIS — **MILL MACHINERY**
Bonner Springs, Kansas.

FOR SALE

1 50-bbl. XXth Century Flour Mill.....\$1,050.00
1 No. 1 Invincible Dustless Sep..... 90.00
1 Frict'n Clutch Flour Packer (2 tubes). 50.00
1 McFeeley Disintegrator 15.00
1 Slip Jaw Changeable Attrit. Mill Drive 30.00
1 Bolting Shoe 5.00
1 4" Tempering Conv. Metal Box Comp. 10.00
1 4" Spiral Conv. 15' wood box Comp.... 7.50
1 6" Wood Conv. 10' wood box comp.... 5.00
4 Complete elevators 29' centers (cups 3½x4½), each 15.00
1 Complete elevator 19' center, metal boot (5x8) 30.00
1 35-h.p. Allis-Chalmers motor and starter, complete, 60 cycle, 3 phase, 220 volts, speed 1150..... 190.00
Belts, pulleys, hangers, shafting, etc.
NEW CARLISLE MILLING CO., New Carlisle, O.

MACHINES FOR SALE.

FOR SALE—Two practically new Clipper Cleaners of modern make; also a wheat separator. Gilchrist & Co., McGregor, Iowa.

MAROA Car Loader, capacity 750 bus. per hour, guaranteed good condition. Reasonable price. Conn Bros. Grain Co., Mahaska, Kansas.

ATTRITION MILLS

Two 22-in. double head Bauer Ball Bearing, motor driven, Attrition Mills. Standard Mill Supply Co., Waldheim Bldg., Kansas City, Mo.

FOR SALE—One 24 inch Dreadnaught single head attrition feed grinder, in good condition. Also a few pulleys and two small stands of elevator belt and buckets. Priced right. Lapel Lumber & Grain Co., Lapel, Indiana.

FOR QUICK SALE

Two 36 inch Bauer Bros. ball bearing, double head, motor driven attrition mills, practically new.

One 24 inch attrition mill, same as above.
Standard Mill Supply Co.,
501 Waldheim Bldg. Kansas City, Mo.

FOR SALE—New 16 hp. Stover Diesel Engine, also a 12 hp.; 2 Clipper cleaners, almost new; 2 5-ton Fairbanks automatic dial scales, never used; 1 elevator leg with 15 hp. motor gear driven head, almost new, including motor; 1 Sprout-Waldron Cob Crusher No. 1059, almost new. Address 58F30, Grain Dealers Journal, Chicago, Ill.

FOR SALE

1 U. S. Corn Sheller.
2 Hess No. 3 Ideal Steam Corn Driers and coolers, capacity each, 80 bushels per hour, complete with conveyor, elevator leg and two 7½-h.p. AC Wagner Motors. In operation now; good shape and for sale because installing larger capacity drier. Ideal for country station. Write or call, **THE McMILLIN COMPANY**, Ft. Wayne, Ind.

FOR SALE AT ATTRACTIVE PRICES.

24" m.d. attrition mill, 20 h.p. motors.
26" m.d. attrition mill, 30 h.p. motors.
24" single disc mill.
20" single disc mill.
3 belt driven attrition mills.
2 J.B. belt driven mills
1 Gruendler belt drive.
1 Gruendler motor drive, with 100 h.p. motor.
These mills have been replaced with Bauer Mills. A full line of feed mill and elevator machinery. Deal with us and save money.
J. M. BELL COMPANY, Sidney, Ohio.

MACHINES FOR SALE

FOR SALE—1 Hess corn and grain drier new, never has been set up, capacity 1200 bu. per 24 hours, crated for immediate shipment. Bargain. 1 double stand 9x30 B. & L. Moline roll LePage cut. Address Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

FOR SALE—One Fairbanks-Morse 20-h.p. Gasoline Engine in good condition; about 40 ft. 1½-in. manila transmission rope. Engine is equipped with friction clutch with sheave for rope transmission, also have large sheave for line shaft, also sheave for tension. Price reasonable. Peterson Grain Co., Grand Ridge, Ill.

REAL BARGAINS.

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipment for modern mills of all kinds, molasses, stock and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

SPROUT, WALDRON & CO.,
9 S. Clinton St., Chicago, Ill.

MOTOR WANTED.

WE ARE IN THE MARKET for one second-hand 20-h.p. electric motor, 110 volt, alternating current. Quote price in first letter. Reimer-Smith-Fulton Co., Venango, Nebr.



If You Need HAY
write us for delivered price

Duplicating Wagon Load Receiving Book

Hauler	Gross	Tare	Net

This book is designed to facilitate the work of country buyers during the busy season when each farmer is hauling a number of loads at a time. The above illustration shows the left hand side of the sheet which remains in the book. The outer half has the same rulings, but is printed on the other side of the sheet, so that when sheet is folded back on itself, and a sheet of carbon is inserted, an exact duplicate will be made of each entry. Each page has room for 33 loads and is machine perforated down the middle so outer half may be torn out and given to the farmer or sent to headquarters of line company.

The book is 12x12 inches, check bound with canvas back, contains 225 leaves ruled both sides, and nine sheets of carbon.

Order Form 66. Price \$3.00. Weight. 4 lbs.

Grain Dealers Journal

309 So. La Salle St. Chicago, Ill.

SEEDS FOR SALE—WANTED

Purchase and Sale Contracts

Is a double page form designed for recording contracts for the purchase and contracts for the sale of grain. Each kind of grain is entered on a page by itself so dealer may quickly total columns, and ascertain whether he is long or short.

The left hand pages are devoted to—Purchased; the column headings being: Date; From Whom; Bushels; Grade; Delivery. Price; By Whom Bot; How; and Remarks.

The right hand pages show—Sold, under which the following information is recorded: Date; To Whom; Bushels; Grade; Shipment; Price; By Whom Sold; How; and Remarks.

The book is well printed and ruled on linen ledger paper, size 8½x14 in., and contains 80 double pages. Bound in full canvas and heavy board covers. Order Form 18 P & S. Price \$3.00.

Send all orders to

GRAIN DEALERS JOURNAL
S. La Salle St. Chicago, Ill

IMPROVED DUPLICATING GRAIN TICKETS

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and at the same time, a ticket will be ready for the hauler. Very convenient for dealers who regularly issue scale tickets for each load of grain received. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3½x6 inches. The 125 duplicates are printed on magna, but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7¼x12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise the ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer." Order Form 19 GT. Price \$1.50.

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305 So. La Salle St. Chicago, Ill.

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(ON CARDS)

show the reduction of any weight of grain from 100 to 4090 pounds by ten pound breaks, to bushels of 32, 48, 56, 60 70 and 72 pounds.

Six tables printed in two colors, on both sides of three cards, size 5½ x 10½ inches. Price 65 cents, postage 4 cents.

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309 So. La Salle St. CHICAGO, ILL.

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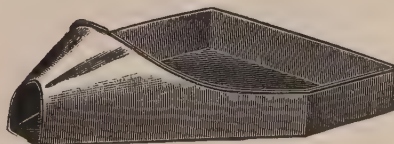
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Domestic Wheat — Bonded Wheat — Domestic Oats

The New York Wheat Futures Market provides an ideal hedge for millers and exporters.

The desirable grades only of Domestic Wheat are deliverable on contract with nothing below No. 2 Hard Winter, No. 2 Red Winter and No. 2 Northern Spring. The bonded contract is for the Standard Export Grades of Canadian Wheat deliverable under the original Dominion Certificates.

Wheat at Buffalo is at a most desirable distributing point for Eastern mills and from Buffalo export grain can be shipped via any Atlantic port as ocean freight is available.

Effective January 3rd, 1927, trading was inaugurated in Domestic Oats, Buffalo delivery. The contract is for No. 2 White Oats, United States Standard with No. 1 White deliverable at $\frac{1}{2}$ c premium and No. 3 white at $1\frac{1}{2}$ c discount under the contract price. Buffalo is in the direct line of flow of surplus oats from the Central West, Southwest and Northwest, and as a distributing point for the Eastern Trade is unequalled.

Commissions on all grain are $\frac{1}{4}$ c per bushel for **non-members** residing in United States and Canada and $\frac{3}{8}$ c per bushel for **non-members** residing outside of the United States and Canada. Commissions are $\frac{1}{8}$ c per bushel for **members** residing in the United States and Canada and $\frac{1}{4}$ c per bushel for **members** residing outside of the United States and Canada.

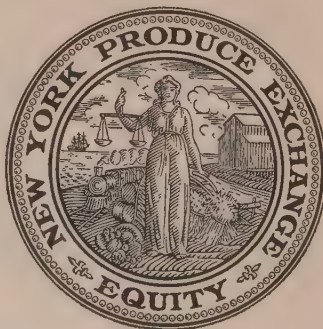
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GRAIN DEALERS JOURNAL

309 South La Salle Street, Chicago, Ill., U. S. A.

Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 20c.

To Foreign Countries within the Postal Union, prepaid, one year, \$3.00; to Canada and Mexico, prepaid, \$2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked - Answered" department. The service is free.

CHICAGO, MAY 25, 1927

MANY discouraging crop reports are included in our report of the Amarillo meeting, page 607, and more are being received from Kansas.

KNIFE-EDGES of scales are called upon to sustain a load far beyond the strength of ordinary metal and must have careful attention if the scale is to be maintained in accuracy.

SEVERANCE of diplomatic relations between the Soviet and Great Britain may lead to an interruption of the exports of grain from Russia, making long time commitments inadvisable.

SEED CORN which has not been carefully tested for germination should not be planted at this late date. Many grain dealers not only help their farmer patrons but increase the volume of their grain receipts by seeing to it that their patrons are supplied with choice seed corn which will germinate.

A BUYER of grain on the floor of 'change ought to have the right to rely on the arrival notice given by the carrier as to the billing. The floor is the great market-place, and all factors affecting the salability of the carload should accompany the papers. When the billing reported with the arrival notice has been changed by the shipper in transit the railroad company should have recourse on the shipper who got the increased price based on the misinformation, rather than upon the innocent receiver who depended on the arrival billing for his data, as in a recent case of a shipment from an interior Nebraska point thru Omaha to Kansas City.

HUSTLERS WHO think they have had some days in which they handled a large volume of business should not overlook the report of a Nebraska dealer whose record is given in "Letters" of this number.

A BACKFIRING engine caused the burning of an Iowa and a North Dakota elevator reported in this number. If operators using oil engines would keep their engine rooms clean or refrain from using high test gasoline for priming fewer elevator fire losses would be credited to this cause.

ANTI-DISCRIMINATION laws are the wrong way to remedy unfair competition by line companies. Such laws violate the constitution of the United States, according to the decision of the Supreme Court published elsewhere, in denying the liberty to contract. The fact that three of the justices dissented shows by what a narrow margin the Constitution preserves our liberties.

"STORING GRAIN FREE of charge is hereby prohibited" is a new clause in the North Dakota law, as a result of having practical grain men, managers of elevators, take an interest in legislation. Businessmen always are better qualified than lawyers and politicians to make laws governing business. Grain men in other states would be better off if they had a law prohibiting free storage.

ALTHO the Armour Grain Co. has dropped its injunction suit against the enforcement of the Grain Futures Act, its attorneys have paved the way for future resistance to the Act by traders who may feel that their business may be damaged by its enforcement. If the presence of the law on the federal statute books keeps the individual states from enacting or enforcing similar regulations all concerned will be pleased to see the invalid Act in the statute books indefinitely.

THE KEEPING QUALITY of wheat harvested by a combine is so uncertain that Kansas agricultural editors are conducting a campaign with a view of inducing wheat growers not only to provide better storage for their grain on their farms, but to delay the use of combines until grain harvested with it can be stored without risk of heating. Grain elevator operators taking in large quantities of new wheat from combines will of necessity inspect every load vigilantly, else they will suffer later from heavy discounts because of heat damaged wheat.

TRAINMEN OF FIFTY-FIVE western lines of railroads are demanding \$1.00 per day wage increase. The ease with which the trainmen obtained increases from the eastern railroads encouraged trainmen of western roads to demand an increase and if this demand is granted of course every other railroad union will make similar demands. Why shouldn't they so long as the shippers and passengers pay the bill. The fact that they are paid three or four times what they were formerly should not deter them from demanding still more. The farmers who ship their products to distant consumers and buy manufactured products which must be hauled long distances are the ones who suffer most.

ARSON to cover up embezzlement is a moral hazard where employers do not keep in touch with the activities of their agents in charge of elevators. Altho the owner may be protected by a bond of a fidelity insurance company, this offers no protection to the underwriters of the fire risk. The certainty of prosecution and conviction is the best deterrent, and the convictions obtained in two cases recently by the North Dakota fire marshal as reported on page 624 should be given the widest publicity.

KANSAS ELEVATOR operators have found it necessary to pay for so many loads of grain a second time many now have hanging in their offices a "Landlord and Tenant Notice," advising both parties that all checks for grain bought henceforth will be made payable to both landlord and tenant and must be endorsed by both, so that they must settle their differences before getting the money from the bank. While payment in this form may not be so acceptable to either owner, it will fully protect the elevator operator against claims from either landlord or tenant for his share of the grain.

SEVERAL COUNTRY dealers insist that the winds, the freezes, the drought, the downpours, the worms and the flies all contribute to make 1927 a freak season. In some sections of Kansas large yellow spots are appearing in the fields with the result that the official members of the crop killers union are completely stumped for an explanation. Some claim that it is due to "electrified air." That is a new one. It may be that they mean Jack Frost. In years gone by we have had many a crop killed by gas from the crop experts but none of them have as yet admitted the circulation of "electrified air."

COUNTY AGENTS who stray from their legitimate field of crop improvement to engage in merchandising have not the backing to warrant the extension to them of credit; and businessmen will do well to refuse to deal with these irresponsibles, whose only purpose in buying and selling is to ruin the trade of local dealers in feed, coal and other supplies. The manager of the Saginaw County Farm Bureau, for example, contracted for 2,500 barrels of flour from a Detroit mill, paid in full for 250 barrels and in part for 45 barrels and finally refused to accept the remaining 2,205 barrels. The mill lost its suit for damages when the farm bureau made the defense that its manager had no authority to buy the flour.

IN JANUARY the Food Research Institute of the Leland Stanford University indulged in a forecast under the caption "World Wheat Prices Likely to Decline," stating that "A decline in world wheat prices from their late November and December level is to be anticipated." In this first venture into price forecasting the Institute has been unfortunate. When the prediction was made Chicago May wheat was selling at a low in January of \$1.36. Today, May 25, it sold at \$1.55. The error in the Institute's forecast was due to its being based on known factors of the immediate past, while future prices are based on unknown factors of war and weather, etc., not ascertainable in advance, and hence impossible of prediction.

HOW MANY regular elevators will the Chicago Board of Trade have after July 1 or after the proposed law is enacted preventing any person or corporation from being interested as an owner of the grain and an operator of a public warehouse, at the same time?

KANSAS ELEVATOR operators who store grain for patrons are required by law to take out a license and give a bond to the State Inspector for \$5,000 to \$50,000. If all states had laws taxing out of existence the storing of grain in country elevators both the bailors and the bailees would be doubly blessed.

ONE CHICAGO shipper admits paying \$28,000 for aspirating corn and oats shipped east by the lakes. This does not cover the loss due to shrinkage, however, the treatment improved the quality of grain and reduced the chance of its spoiling. Clean grain not only will stand storage better but it should command a higher price.

THE MALICIOUS Kessinger Bill which the Illinois Senate endorsed as one of the necessary measures to destroy the greatest and best market place for grain the world has ever known has been pigeon-holed by the House and it now seems probable that it will not be resurrected in any other form. Such a bill if enacted and enforced would do more damage to the grain growers of the land than all the legislation enacted during the last five years.

GOVERNMENT OWNERSHIP of public utilities is losing ground, when the Wisconsin senate, the home of radicalism, defeats a resolution demanding government ownership of railroads. Is the Russian soviet losing its influence in Wisconsin, or are the numerous examples of local electric light plants going over from municipal to private operation having a cumulative effect in teaching the solons that service is always performed more efficiently, more expeditiously and less wastefully by private enterprise?

ELEVATOR MEN who sell wheat and oats for August or September shipment are court-trouble. If the crop is a failure and their farmer patrons are unable to make delivery of grain as contracted then the elevator man will be the sufferer because the terminal buyer will expect delivery on every contract. The continued downpour over the spring wheat section has greatly delayed the planting of the new crop and even tho the acreage be not reduced the prospect of Jack Frost catching the wheat crop as he did in 1888 is ever present. Dealers who are responsible will exercise double caution.

RAILROAD CLAIM agents are not always as fairly disposed as their representatives who call on the elevator operator would have the grain dealer believe and recently grain dealers of Kansas and Illinois have admitted these representatives to their private records of shipments made with the result that these men have collected information which they used to the direct disadvantage of the shippers. There is little probability of any claim agent admitting or permitting a shipper to peruse the records of the carrier so it is far better for the grain elevator operator to keep his records and accounts for his own use.

Federal Inspection of Grain Not Wanted.

The extensive exhibit of type samples of different grades of grain at the 1901 Convention of the Grain Dealers Nat'l Ass'n at Des Moines proved to the trade and to the exhibiting inspectors that there was a wide variation in the grading as well as in the rules governing the grading of grain in the different terminal markets.

After years of patient study and discussion the Nat'l Ass'n adopted what were intended to be *uniform* rules for the grading of grain, but thru the stubbornness of several export markets the trade found it impossible to secure the adoption of the uniform rules by all inspection authorities, so after several years more of study and discussion with the millers and the different factors interested in the marketing of grain, a bill was enacted by Congress providing for grain standards and for the licensing of inspectors to classify grain according to those standards. The attempted enforcement of the new rules developed a wide diversity in practice in different sections of the grain surplus states so a Board of Inspection Supervisors was established in the hope of bringing nearer to a realization the *uniform* grading of grain which had been so long and earnestly sought.

The actual work of grading grain is in the hands of the same authorities it was twenty years ago, altho the licensing of the inspectors employed by these authorities and the supervision of their work has been placed under the control of the U. S. Dept. of Agriculture. Every change in the method or practice of grading has been taken with a view to securing more *uniform* results. Thoughtful grain dealers and millers have long since recognized that the value of classifying grain depended entirely upon *uniform* grading by the inspectors. When the old established inspection authorities were retained and their work made subject to a supervision or revision by the Federal authorities it was thought by those dealing in grain that ideal conditions for attaining the uniformity desired were established.

The addresses on the subject delivered at the various trade conventions and the convictions of the President of the Nat'l Ass'n published elsewhere in this number are agreed that to place the grading and the supervision of grading under the control of one Bureau and that at Washington would be sure to result disastrously for the dealers in grain and force on the trade a service as unreliable and as undesirable as any it has ever struggled with.

While the number of appeals to the supervisors from the grading of the licensed inspectors on the present crop has been somewhat discouraging to those who are still hoping and seeking *uniform* grading of grain, it is barely possible that the desire of the Bureaucrats at Washington to get complete control of the grading of grain has in a measure influenced the supervisors to discredit the work of the licensed inspectors unreasonably. Regardless of the controlling factor inducing them to change the grading of grain, it is quite certain that the much sought for uniformity is much more likely to be attained under the present working conditions than it ever would be if placed in the control of one Washington Bureau.

The Bureaucrats at Washington are so far away from the people served by the grain inspection departments they would be disposed as always heretofore to treat with contemptuous scorn the appeals of men whose business life depends upon the more reasonable interpretation of their rules. It may be possible to run a bureau by rule but not a business. The tin gods entrusted with running departments or bureaus at Washington seem to be obsessed with the idea that they are beyond the reach of the average citizen, so they run things as pleases their own sweet whim in utter disregard of the rights or the interests of the persons directly affected or even of the welfare of the entire community. The less we have of the Federal government in any line of business the more successful, the more efficient and the less wasteful will that line of business be conducted.

The Autocrats of the Agriculture World.

The Corn Belt Committee, whatever that is, met at Des Moines last week and shot off a lot of radical threats that would lead one to believe that this Com'ite is running not only Des Moines, but the rest of the universe as well. This loud-mouthed gang of agitators has selected several high sounding slogans with which it expects to force the administration at Washington to O. K. its schemes for so-called farm relief.

After protesting against the President's veto the Com'ite audaciously served notice that "it's up to the administration to propose a new measure that will adequately deal with the greater surplus question." It seems to have escaped these demagogues that the farmer might solve the surplus question by refusing to produce a surplus. Judging from many reports a surplus is not probable in the winter wheat district. Nature by keeping many of the farmers out of the fields will solve the surplus question for 1927, and give the industrious farmers who produce grain a better price for their produce of any protests or demands emanating from the cause of a reduced production not before the Corn Belt Com'ite.

TRACK BUYERS AND commission merchants who procrastinate in remitting balance due shippers on grain shipped by their delay encourage country shippers to make overdrafts. Few country shippers have surplus funds so they are anxious to keep all of their working capital in action. Delays in remitting balance due encourages suffering shippers to reduce the margin and some of the State Ass'n officials are recommending that shippers change receivers when suffering from delayed returns. One state sec'y persistently recommends that shippers do not leave more than 1c a bushel margin on shipments made to fulfill time contracts. Abuse in matter of drafts and balance due by either consignor or consignee is sure to result in dissatisfaction by the other party to the contract. Those who give real consideration to the interests of the other party in each transaction and avoid delaying the return of money due the other party do much to promote the cause of satisfactory business relations.

Erroneous Decision by Ohio Court on Futures.

On Aug. 25, 1925, D. O. Horton was short 100,000 bus. of September wheat thru the Bryan office of the C. A. King & Co., Toledo, O., his margins being promissory notes. On failure of Horton to make cash deposit in lieu of the notes, on short notice, the C. A. King & Co. bot in the 100,000 at 159¼. The market dropped thereafter and if the contracts had been held open Horton would have made, as alleged by him, \$24,000. There being a loss in the trades as closed the C. A. King & Co. brot suit on the notes.

The jury found that the transactions were unlawful dealings in futures and that each party had a good defense to the claims and counterclaims. The court of appeals confirmed the judgment, and the Supreme Court of Ohio on Mar. 15 as reported in 156 N. E. 124, affirmed the decision that neither party take anything from the other.

Counsel for both parties contended that the Ohio Statutes did not apply, having been superseded by the Grain Futures Act; but the court held otherwise. Against the objections of both parties the trial judge persisted in developing evidence that the transactions were contrary to the bucket shop statutes of Ohio.

Even the judge of the Supreme Court said, "King & Co. expected to profit by the rise and fall of the market." The truth is that the company expected to earn the commission only; and it is only by a gross perversion of the facts that the court could find this to have been a bucket-shopping transaction. The court makes too much of the fact that the other names on the confirmation of trades were those of "brokers and agents." When two brokers meet in the pit they are not expected to disclose the names of their principals.

This decision leaves traders in Ohio on their honor as gentlemen. Hereafter no brokerage house in Ohio can afford to accept promissory notes from customers unless the customer's word is as good as his bond.

Public Warehouse in Receivership.

Kurt H. Krueger and others under the name Krueger Grain Co. operated a public local warehouse at Westbrook, Minn. In April, 1925, Chas. A. Flinn was appointed receiver for the grain company, and many claims were filed by holders of storage tickets. Some claimants held only scale tickets.

Objection to the payment of claims of holders of scale tickets and of the Citizens State Bank was made by the surety company, the Indemnity Insurance Co. of North America, on the ground that the scale tickets were not the storage tickets required by law; and that the storage ticket held by the bank had been issued direct to the bank instead of to one P. J. Peterson who had borrowed \$2,000 on 2,800 bus. of corn and oats. The law requires the ticket to be issued to the "owner" of the grain.

The court disposed of the objection as to the scale ticket holders as the surety company had not served the scale ticket holders with notice of its appeal from the order of court directing the receiver to pay these claims.

The objection as to the payment of the bank's claim was disposed of by the Supreme Court of Minnesota Feb. 11, 1927, saying:

The surety company made itself responsible for the performance by the warehouseman of all the duties and obligations imposed upon him by the statute; and, if he failed to perform any such duty to the loss or detriment of those who delivered grain for storage, the surety company became liable therefor. Where the warehouseman receives grain for storage and refuses to return or pay for it, the fact that

he failed to issue the receipt, which the statute required him to issue on receiving it, is not available to the surety as a defense against an action on the bond. The obligation of the surety covers the duty of the warehouseman to issue the prescribed receipt, as well as the other duties imposed upon him by the statute.

The surety company, having made itself responsible for any failure of the grain company to evidence the contract of bailment in the manner and form required by the statute, cannot be heard to say that the failure of the grain company so to evidence such contract released it from liability for grain which the grain company received for storage and thereafter converted to its own use.—212 N. W. Rep. 198.

Anti-Discrimination Law Invalid.

Several of the Northwestern states have laws forbidding buyers paying more for grain at one station than another, freight considered. Such laws ignore the right of a buyer to bid a price high enough to get the grain, and were enacted on the theory that line companies paid less than grain was worth at many stations in order to outbid competitors at a few points.

The Supreme Court of the United States on Apr. 11, 1927, decided that a similar statute governing the buying of cream was unconstitutional, reversing the decision of the Supreme Court of Minnesota in the case of the Fairmont Creamery Co.

Chapter 305 of the Minnesota Statutes provides:

"Any person, firm, copartnership or corporation engaged in the business of buying milk, cream or butter fat for manufacture or for sale of such milk, cream or butter fat, who shall discriminate between different sections, localities, communities or cities of this state, by purchasing such commodity at a higher price or rate in one locality than is paid for the same commodity by said person, firm, copartnership or corporation in another locality, after making due allowance for the difference, if any, in the actual cost of transportation from the locality of purchase to the locality of manufacture or locality of sale of such milk, cream or butter fat, shall be deemed guilty of unfair discrimination, and, upon conviction thereof, shall be punished by a fine not exceeding one hundred dollars, or by imprisonment in the county jail for not exceeding 90 days."

It was charged that on June 11, 1923, the company paid 38 cents per pound at Madelia and 35 cents per pound at Mountain Lake and Bingham Lake for cream, all to be transported to Sioux City, Ia., when the cost of transportation was greater from Madelia.

The case was before the Supreme Court of Minnesota three times. One of the defenses was that the law denied the liberty to contract, contrary to the federal constitution, and the Supreme Court so held, saying:

It seems plain enough that the real evil supposed to threaten the cream business was payment of excessive prices by powerful buyers for the purpose of destroying competition. To prevent this the statute undertook to require every buyer to adhere to a uniform price fixed by a single transaction.

As the inhibition of the statute applies irrespective of motive, we have an obvious attempt to destroy plaintiff in error's liberty to enter into normal contracts, long regarded, not only as essential to the freedom of trade and commerce, but also as beneficial to the public. Buyers in competitive markets must accommodate their bids to prices offered by others, and the payment of different prices at different places is the ordinary consequent. Enforcement of the statute would amount to fixing the price at which plaintiff in error may buy, since one purchase would establish this for all points, without regard to ordinary trade conditions.

The real question comes to this: May the state, in order to prevent some strong buyers of cream from doing things which may tend to monopoly, inhibit plaintiff in error from carrying on its business in the usual way heretofore regarded as both moral and beneficial to the public and not shown now to be accompanied by evil results as ordinary incidents? Former decisions here require a negative answer. We think the inhibition of the statute has no reasonable relation to the anticipated evil—high bidding by some with purpose to monopolize or destroy competition. Looking through form to substance, it clearly and unmistakably infringes private rights, whose exercise does not ordinarily produce evil consequences, but the reverse.—47 Sup. Ct. Rep. 506.

"Delivery an Outworn Criterion of Gambling in Wheat."

Under the above caption the Journal Aug. 25, 1926, said referring to Sec. 130 of the criminal code of Illinois:

"It is too much to hope that this archaic law can be repealed; but it might be possible to have it amended to exempt transactions when there may be no intention to deliver in the course of hedging transactions made for the purpose of avoiding loss by reason of price fluctuations."

It is with gratification, therefore, that we note the Illinois Legislative Com'te, in its bill published elsewhere, has now drafted an amendment to the warehouse law, legalizing transactions settled by clearing thru the Board of Trade Clearing House.

Elsewhere in this number appears a report of the suit by the C. A. King & Co., of Toledo, to recover margins, which suit was lost only because no delivery was made, altho BOTH parties had legitimate intentions.

So also in the case of the Turner-Hudnut Co., of Peoria, the fact that no delivery was made gave a farmers elevator company judgment against the commission firm for losses on a hedging sale that seemed perfectly legitimate, the manager of the farmers elevator company having told the sec'y of the Turner-Hudnut Co. that it had a large quantity of grain in its elevator at Bell Landing which could not be shipped, because the river was frozen and he desired to sell this grain for future delivery in order to obtain the prevailing high prices.

Paying back to sellers money paid out for losses on hedging sales for future delivery, because there was no delivery, would be like paying back the premiums paid on an insurance policy because the house did not burn.

Obvious Error in Tariff Not Enforced.

The Supreme Court of Minnesota on Mar. 18 decided in favor of the Illinois Central R. R. Co. in its suit against the Van Dusen-Harrington Co., of Minneapolis, Minn., to recover an undercharge resulting from the figure 7 having dropped out of a tariff, making 17.5c appear as 1.5c.

Fifty carloads of grain moved under this tariff from Minneapolis to Memphis, Tenn., via the Rock Island to Chicago, and from Chicago to Memphis by the Alton and Illinois Central, on thru Bs/L issued by the Rock Island stating that freight had been prepaid.

The Alton's tariff on file with the I. C. C. called for 17.5c from Chicago to Memphis, in supplement No. 13. In reprinting, however, the 7 was dropped out in supplement No. 15, and it was so filed with the Commission, and the Rock Island used 1.5c in computing the thru rate.

The Illinois Central brot suit to recover the under charge of 16 cents per 100 pounds. The Supreme Court said:

Defendant contends, in substance, that shippers are not required to look beyond the schedule of rates as filed and published to ascertain whether they have been filed and published as required by the statute; and, that as 1.5 cents appeared in supplement No. 15 as the rate, defendant had the right to rely thereon and the carriers are bound thereby, whether that rate was filed and published in conformity with the requirements of the statute or in violation thereof.

Plaintiff does not seriously question that the rate of 1.5 cents, although plainly a mistake in printing, would be binding and conclusive if legally filed and published, but contends that it never became the lawful rate for the reason that it was not legally filed or published and that inserting it in supplement No. 15 violated both the statute and the order of the commission.

We concur in the conclusion that supplement No. 15 did not establish 1.5 cents as the lawful rate. Whether the rate of 17.5 cents remained in force, or whether that rate was canceled leaving the shipments subject to the higher class rate, as held by the commission, we need not inquire, for in either event the charges are to be adjusted on the basis of that rate.—212 N. W. Rep. 940.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Failure of Bank Collecting Draft?

Grain Dealers Journal: With regard to the answer under the foregoing caption in Apr. 25 number we took this up with our attorneys who write as follows:

When a transaction concerning a bank draft creates a situation where there is debtor and creditor, there is nothing upon which to base a preference. If the facts in connection with the issuance of the draft show that the assets of the bank have been increased by a sale of the draft, and if such assets constituting the increase remain on hand when the bank passes into the hands of a receiver, then there is a chance to contend that there is a trust fund, and if there is a trust fund, the draft becomes a preferred claim.

On page 458 the Journal answers a question propounded to it by some one at Waterloo, Wis., and the Journal states: "To get around this, the seller before making draft could ask the buyer to specify the bank thru which to draw. In that case if the banks failed the buyer would have to pay for the grain twice."

I would be very much interested in seeing a decision of a court which would sustain the Grain Dealers Journal in making this statement. I cannot conceive of any principle of law upon which, when a grain dealer who sells a carload of grain, sends draft with bill of lading attached to a bank, and the purchaser then pays the draft, the grain dealer could contend that the purchaser had not paid for the grain. Under such circumstances the bank is the agent for the grain dealer for making collection, and when the purchaser pays the bank it constitutes payment, and the grain dealer runs the risk of the insolvency of the bank during the period necessary for the grain dealer actually to get his money. A mere request by the purchaser that the draft be sent to a certain bank would not change the rule. Of course, if the purchaser guarantees the solvency of a bank to the grain dealer, that might present a different question.

The remedy for all of these cases is twofold:

First: The legislature should enact a law making bank drafts preferred claims. Such, I understand, is the statutory law in Colorado and some of the other states;

Second: Let the grain dealer receive cash before he ships the grain.

We would like to have further information in the line of a court decision.—B. O. Elevator Co.

Grain Dealers Journal: We shipped a customer in South Carolina a car of flour, and at his request routed a draft thru a certain bank, which bank failed after our customer had paid our draft, and the bank had remitted our bank a cashier's check. We are still holding this cashier's check, and have never received a cent of our money. According to the case you cited we have a clear cut case against this customer to pay us for the car of flour. Please give us the reference and state that this case you refer to in your paper happened in.—Fuhrer Ford Mfg. Co., Mt. Vernon, Ind.

Ans.: The suggestion made in the answer of Apr. 25 number of the Journal is based on the decision of the Supreme Court of Arkansas in the case of Bowen-Oglesby Milling Co. v. Hall, reported in the Grain Dealers Journal Mar. 25, 1926, and in the Southwestern Reporter, Vol. 279, page 374, as follows:

Buyer Responsible for Failure of His Bank.—In action by shipper for value of flour sold defendant, where defendant's bank, thru which he paid draft, became insolvent before plaintiff received payment, instruction to find for plaintiff, if shipment was made pursuant to written order, making buyer responsible for final payment, if he designates bank thru which draft was to be presented, was proper. Bowen-Oglesby Milling Co. v. Hall, Supreme Court of Arkansas, 279 S. W. 374.

It is a common practice for buyers to specify thru what bank they wish draft to be made, without request, which alone is not sufficient. In the Bowen-Oglesby case the buyer was in-

formed that if he designated the bank, he would be held responsible on the original order.

The suggestion made in the answer of Apr. 25 contemplated sellers making a similar condition. Such a clause could be buried in the fine print of the usual confirmation of sale; but even if the buyer noted the clause he would not be likely to object at the time of making the purchase. In equity the burden of the reliability of the buyer's bank should rest on the buyer, as he naturally is better informed than the distant seller on the standing of the banks in the buyer's town.

The foregoing decision is comparatively new, and the only one of the kind, as it is only since bank failures became numerous that sellers would think of having such a clause in contracts.

How to Get Rid of Weevil?

Grain Dealers Journal: Please give us the best way to get rid of weevils in our warehouse. We operate a warehouse and store bulk grain in rear end of the building in bins and flour and sack feed in front half; we have some weevils in our grain bins; also they bother us a little later in the sack feed.

At present we have a bin of barley that is infested with weevils. These bins are open and the air circulates through the bins the same as thru the warehouse.—F. B. Moore, Hamlin, Tex.

Ans.: Use chloropicrin if you can get it. If not, use carbon bisulfid, if your insurance policy has no clause forbidding it. If policy forbids use of bisulfid, use hydrocyanic acid gas.

Chloropicrin is 283 times as poisonous to insects as the molecule of the more familiar carbon bisulfid. It is not inflammable, is not explosive. It works at a lower temperature and is so powerful that less of the vapor is required to be mixed with the air. Altho so deadly to insects it has the advantage over hydrocyanic acid gas of not being poisonous to man. Its disagreeable odor and offensiveness to the eyes are sufficient warning to keep away. It is so powerful that ½ pound per 1,000 cubic feet will kill the bean weevil, at small cost; whereas the latest discovery by the Dept. of Agriculture, ethyl acetate, is said by the Bureau to require 40 lbs. of mixture to 1,000 cu. feet.

HOW TO USE CARBON BISULFID.

Bisulfid of carbon is easy to use, but the policies of the mutual companies contain a clause, "This policy shall be void if the assured does now, or hereafter keep, use or allow bisulfid of carbon in any of the buildings described in this policy."

For carbon bisulfid treatment first clean the bin thoroughly, sweeping the sides and remove all refuse. Make the bin as air-tight as possible. Then pour bisulfid of carbon on top of the wheat in the bin and as it evaporates the heavy vapor will sink thru the grain and kill the insects. The gas is poisonous and the operator should avoid breathing it. All fire and naked lights must be kept away as the gas is very explosive when mixed with air, so that after using, the elevator should be aired thoroughly before entering. About 1½ lbs. per thousand cubic feet should be sufficient.

The bisulfid is much more effective in hot weather than in winter. The use of a greater quantity in cold weather does not help much. The liquid or the vapor does not injure the grain in any way for germination or for human food.

HOW TO USE HYDROCYANIC ACID GAS.

Hydrocyanic acid gas is one of the most deadly poisons known to medical men. A person inhaling one breath would not live long enough to take a second breath. All precautions must be taken to keep away from the rooms or buildings in which the gas is employed.

The gas is generated by placing cyanide of potassium (KCN) in sulfuric acid (H₂SO₄). The cyanogen (CN) which is poisonous combines with the hydrogen (H) of the acid to form the gas HCN. The chemical reaction is the simplest and all preparations are directed to distribution of the gas and the safeguarding of the life of the operator.

The quantity required is ¼ gramme of cyanide per cubic foot of space to be fumigated. A room 10x10x10 ft. containing 1,000 cu. ft. will require 250 grammes. As there are 28.35 grammes to the ounce, divide this by 28.35 to reduce to ounces, giving 8.45 oz. For each ounce of cyanide allow 1½ times as many ounces of acid, liquid measure. Allow 1½ ounces of water for each ounce of acid.

The acid and water should be distributed in the different rooms in stoneware or china crocks, or wooden pails. The acid should be poured into the water, not the reverse, each crock to contain sufficient water and acid to act upon three pounds of cyanide; the crocks having a capacity of two or three gallons each.

The cyanide is tied up in three-pound paper packages, and one package suspended over each crock by a string from the ceiling into which a screw eye has been screwed. All the strings from the screw eyes are gathered to one point near the door where the operator is to make his quick exit.

Starting on the top floor the operator lowers the cyanide into the crocks containing the acid and water, closes the door and goes to the next floor below and repeats in each floor below to the basement. Do not attempt to escape by ascending a stair in the room after the cyanide has been dropped into the liquid because it is too hazardous. Doors should be barred to keep strangers out.

After 5 to 24 hours the door and windows should be opened for half an hour or longer to allow the gas to escape and in tight rooms and basement much longer, before entering. Entry should be postponed until after all the characteristic peach pit odor has disappeared.

If potassium cyanide is unobtainable sodium cyanide will answer. The strongest acid should be purchased, if of weaker strength more must be provided.

The gas will kill all insects and vermin and all larvae.

Who Is S. & R. Mfg. Co.?

Grain Dealers Journal: Our wagon lift at the Sherwood elevator requires new parts. The lift was furnished by the S. & R. Mfg. Co. Will you kindly advise us who this company is and where it is located?—Bryan Transfer Elevator, Bryan, Ohio.

Ans.: The Skillin & Richards Mfg. Co. was bot several years ago by the Webster Mfg. Co., 1856 N. Kostner Ave., Chicago. Parts for wagon lift can be obtained from the Webster Company.

Time Limit on Filing Claim?

Grain Dealers Journal: We note the following editorial paragraph in the Apr. 25 number:

GRAIN CLAIMS against rail carriers are being dodged by the railroad claim agents of some of the western roads on the ground that shipper has failed to file his claim within six months from time of shipment. The U. S. Supreme Court has held that the six months clause in the bill of lading is no bar to recovery for grain loss.

We will appreciate it very much if you will kindly furnish us with the U. S. Supreme Court reference referred to so we can be in position to use this in a number of claims which have been returned to us on account of being filed a few days over the six months' period.—Fraser-Smith Co., Minneapolis, Minn.

Ans.: On negligence claims the 6 months limit does not apply; and on export shipments the time is nine months.

Following are some of the decisions on this point:

Filing Time of Negligence Claim.—Under Cummins Amendment, 1915, plaintiff suing railway for damage to shipment need not file claim within time named in B/L if damage was due to delay or while being loaded or unloaded or thru negligence in transit.—Southern Pac. Co. v. Di Christina, Court of Appeals of Georgia, 137 S. E. 79.

Claim Good Tho Filed After 6 Months.—In shipper's suit against carrier for loss of shipment, defended on ground that claim was barred for failure to present it within six months after a reasonable time for delivery had elapsed, evidence showing that delay in presenting claim was caused by carrier held to entitle shipper to recover, in view of U. S. Comp. Stat. 8604a, relieving shipper from necessity for filing claim when loss was due to delay or damage while loading or damage in transit by negligence.—B. & O. R. Co. v. Fish & Lybarger Co. Court of Appeals of Ohio, 155 N. E. 508.

The Supreme Court of the United States on Apr. 13, 1925, took the liberty of rewording and repunctuating the clause in the Interstate Commerce Act governing the filing of claims for loss and damage, and the two opinions quoted above followed the Supreme Court and appeared in the Journal May 10, page 562, and Apr. 10, 1927, page 422.

The United States Supreme Court decision is too lengthy to be quoted here but was published fully in the Journal May 25, 1925, page 644, and in the Supreme Court Reporter, Barrett v. Adams Expr. Co., Vol. 45, page 437.

The unlawful attitude of the carriers on time of filing claims is the subject of an article on page 470 of the Journal of Apr. 10, by Bill Braudt.

Fraudulent Bs/L.

Elmer W. Smith, of Seattle, Wash., has been held for the grand jury on the charge of having procured \$62,000 on 18 Bs/L covering cars of salmon never loaded.

Smith persuaded railroad freight agents to issue Bs/L properly signed, before the cars were loaded, and then negotiated them at the banks for amounts from \$5,000 to \$10,000, sight drafts being drawn against persons to whom the cars were supposed to be sent, according to the complaint.

The penalty, under the Pomerene Act, is a fine not exceeding \$5,000 and not exceeding 5 years' imprisonment.

Railroad Man Charged with Forging B/L.

Elmer W. Peterson, former station agent and telegraph operator for the Great Northern and Soo Railroads, was arrested last month in Minneapolis, charged with obtaining \$1,500 on a forged B/L. He is alleged to have presented a Great Northern B/L to Chas. E. Lewis & Co., on March 17, saying he was C. W. Johnson of Stanley, N. D., and that the B/L covered a carload of flax worth \$2,600. He obtained \$1,500 from the Lewis company and opened a bank account at the Millers & Traders Bank, Minneapolis. By the time the Lewis company found the B/L was false, Peterson had withdrawn all but \$500, and disappeared, but was later found by detectives.

Oklahoma Pooler Admits 28 Cts. Loss.

At a recent convention of grain dealers in the Southwest, a former pooler, now a grain dealer on his own account, remarked that he has received only 97 cents a bushel on his last wheat crop to date. He further remarked that while he still expects another dime out of it, he wouldn't be surprised if he didn't get it.

This former farmer completely lost faith in the pool on the last crop. His wife had a considerable yield of wheat on a farm in her own right. She had made no contract with the pool and she sold her crop at \$1.25 per bushel.

The dealer took one look at the 28 cents difference between 97 cents, his returns to date, and the \$1.25 his wife received last fall. With a few very appropriate invectives, he decided he might better have sold thru an independent dealer, paid his 25-cent fine, and have had the use of his \$1 a bu. thru the winter.

The pool movement has lost caste in Oklahoma as well as most other places. It has been unable to handle the farmers' grain as economically as the elevator-operators. The dealer referred to above states very decidedly that he will "sign no more pool contracts."

Would Convert Illinois Granaries Into Public Warehouses.

Rep. Homer J. Tice of Greenview on May 12 introduced a bill, H. B. 578, providing that any crib, granary, bin or other receptacle in Illinois may be sealed by a public sealer who shall give the owner a certificate describing the grain at a charge of 1 cent per bushel and \$3 for a license, which certificate shall be negotiable.

Like the Iowa law, the purpose of the bill is to make it possible for grain growers to borrow money on the security of their crops. No one, however, is compelled to make the loan on such security. In view of the red tape involved the farmers of Iowa have made practically no use of the law since it was enacted a few years ago, and it is not likely to prove of much use in Illinois.

The procedure is for a citizen to request the state department of agriculture to appoint a local supervisory board, the board to furnish the department with the name of one to be appointed local sealer, the sealer to go out in the country and place a department of agriculture lock on the crib, and the farmer then to take

the certificate to his banker as collateral for the loan.

Any farmer can now store his own grain on his farm without any of this red tape and without any expense. Why encumber the statutes with any more useless laws?

Nebraska Pool Members in Dispute.

The Nebraska Wheat Growers' Ass'n., one of the nine United States pools represented at the recent International Pool Conference, recently held its annual meeting at Hastings. Differences arose at the gathering and the delegates divided into groups, each holding its individual meeting.

Over 1,000 members of the Pool were charged with selling wheat privately, their defense being that they received more money in the open market. When the meeting divided one group instructed the Pool lawyers to sue those who has sold privately, the damages amounting to a total of about \$200,000. The other group began action to secure the books and records of the Pool, alleging they were true members of the organization.

Armour Company Withdraws Litigation.

Washington, D. C.—Counsel for the Armour Grain Co. has withdrawn on motion the injunction suit of the company against the Grain Futures Administration in the Supreme Court of the District of Columbia.

The Grain Futures Administration sought to punish the Armour company for alleged violation of the Grain Futures Act. Since the company is in process of liquidation and dissolution it had no further interest in its appeal from the proceedings of the administration.

The Armour Grain Co., thru its counsel, is protected by a stipulation which would in effect revive the appeal if the government should resume prosecution. The dissolution of the company has given the government all it could have obtained thru punishment measures.

Good Program for Northwest Dealers.

R. J. Stephens, pres. of the Pacific Northwest Grain Dealers' Ass'n., is receiving generous co-operation in preparing the program for the annual meeting to be held at Lewiston, Idaho, June 10 and 11.

W. N. Smith, vice pres. of the Montana Flour Mills Co., will deliver an address on "It's the Wheat," certain to be witty and entertaining.

D. B. Heil, senator and attorney, will deliver an address on "The State Warehouse Act." He was of counsel in the suit last year between the Ryer Grain Co. and the R. J. Stephens Grain Co.

H. A. Martin, in charge of the grain department of Kerr, Gifford & Co., will speak on "Wheat from an Exporter's Standpoint."

The foregoing is only a part of the program, other speakers to be announced later.

World Wheat Pooling.

Just what, if anything, of value was accomplished or planned by the International Wheat Pool Conference now passed into history is not clear. The Canadians were the front and center of the big gathering here. Publicity of a favorable kind seemed to be a major objective, and an able staff of dominion press agents, supported by excellent home talent, put across a great volume of matter that received kindly treatment at the hands of the press of this country. As a rule, nothing got into the newspapers that was not handed out by the publicity staff of the conference.

The big conference came and went with scarcely a word said about trying to regulate wheat production by concerted effort. With unrestricted production, it is not believed any system of marketing could be devised that would sustain prices at profitable levels indefinitely.—*Drovers Telegram*, Kansas City, Mo.

Omaha Preparing to Entertain the National Ass'n.

The members of the Grain Dealers National Ass'n who were entertained by the Omaha Grain Exchange in October, 1911, have never forgotten the royal time they had every minute of their stay, and will be glad the organization is going back to Omaha to celebrate its 31st birthday Oct. 12-14, 1927.

The Omaha Grain Exchange is preparing to take good care of the visitors and has appointed the following committees:

General Entertainment Committee: F. C. Bell, general chairman; H. A. Butler, gentlemen's entertainment; L. L. Quinby, ladies' entertainment; J. T. Buchanan, ball entertainment; J. P. Zimmerman, banquet entertainment; B. O. Holmquist, hotels and transportation; C. W. Adams, publicity and program.

Sub-Committees.

Gentlemen's Entertainment Committee: H. A. Butler, chairman, J. W. Redick, M. I. Dolphin, Jas. Trimble.

Ladies' Entertainment Committee: L. L. Quinby, chairman, J. A. Linderholm, I. C. Harden, W. T. Burns.

Ball Committee: J. T. Buchanan, chairman, C. H. Wright, J. A. Cole.

Banquet Committee: J. P. Zimmerman, chairman, E. L. Cahill, C. W. Adams.

Hotels and Transportation Committee: B. O. Holmquist, chairman, Mel Uhl, Jr., George S. Jewett.

Publicity and Program Committee: C. W. Adams, chairman, Harold Roth, F. R. Deffenbaugh.

Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

May 30-June 3. American Ass'n of Cereal Chemists, Hotel Fontenelle, Omaha, Neb.

June 8.—Southern Mixed Feed Manufacturers Ass'n informal get-together, French Lick, Ind.

June 9-11. American Feed Manufacturers' Ass'n, French Lick Springs, Indiana.

June 10. Miami Valley Grain Dealers Ass'n 29th annual convention, Sidney, Ohio.

June 10-11. Pacific Northwest Grain Dealers Ass'n at Lewiston, Idaho.

June 22-23. Ohio Grain Dealers Ass'n forty-eighth annual convention at Hotel Waldorf, Toledo, O.

June 22-23. Michigan Hay & Grain Ass'n 26th annual convention at Toledo, O., in conjunction with the Ohio Grain Dealers Ass'n, Waldorf Hotel.

June 23-25. Southern Seedmen's Ass'n, Nashville, Tenn.

June 24, 25.—Farmers Grain Dealers Ass'n of Montana, at Glasgow, Mont.

June 27-28. Wholesale Grass Seed Dealers Ass'n at Detroit, Mich.

June 28-30. American Seed Trade Ass'n at Detroit, Mich.

June 28-30. Ass'n of Official Seed Analysts of North America, Detroit, Mich.

June 28-31. Ass'n's of Commercial Seed Analysts of North America, Detroit, Mich.

June 30, July 1. Indiana Grain Dealers Ass'n Midsummer Meeting at Wawasee, Kosciusko County, Ind.

July 25-27. National Hay Ass'n at St. Louis.

Oct. 10. Terminal Grain Weighmasters Ass'n, Hotel Fontenelle, Omaha, Neb.

Oct. 10. Chief Grain Inspectors National Ass'n, Hotel Fontenelle, Omaha, Neb.

Oct. 10-12. Grain Dealers National Ass'n thirty-first annual convention at Hotel Fontenelle, Omaha, Neb.

Oct. 10-12. United States Feed Distributors seventh annual convention at Hotel Fontenelle, Omaha, Neb.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Shipped Wild Oats in Wheat at Cost of \$1,000.

Grain Dealers Journal: We are interested in a cleaner to take out wild oats from wheat. We shipped over 90,000 lbs. of wild oats last year that would have sold for 75 cents per hundredweight here. The freight on this cost us over \$400 which would have given us a profit of over \$1,000 above what we got.—Neuswanger & Benne, Upton, Wyo.

Country Wide Crop Estimate Unfair.

Grain Dealers Journal: The issuing of a country wide crop estimate is too unfair to the producers of America in favor of the foreign producer. Can't something be done to have this detrimental activity stricken from the multitudinous duties of the United States Department of Agriculture?—L. A. Adler, Adler Grain Co., Goddard, Kan.

Uniform Loading of Grain in Car.

Grain Dealers Journal: Some shippers occasionally load bad grain in bottom of car, covering same over with better grain. This practice is dangerous to the shipper and is unfair to the buyer or to your commission house. Other shippers are apparently careless in their failure to thoroughly mix their grain and make it uniform in quality.

Indianapolis Board of Trade Rules provide, the seller shall guarantee that the grain is of same quality throughout the car, and shall make good the inspection on same when, by conclusive evidence, the car may be shown to have been plugged.—Bert A. Boyd Grain Co., Indianapolis.

Michigan Farmers Not Paid for Extra Work.

Grain Dealers Journal: Notice in the editorials of your issue of May 10th, page 525, in regard to the Corn Borer in Michigan. The last paragraph says "Farmers in the infested district are being paid well for helping in the work."

This may be a fact in other localities, but as yet we have failed to find any of our farmer friends who have been able to find out how, when and where they were to receive any money for the extra work they have been obliged to do. There may be sections where payments have been made, but there isn't anyone we know of in this section who seems to be able to find out anything about it.—Very truly, George W. Young Company, Owosso, Mich.

Saves Money by Bulk Handling.

Grain Dealers Journal: I have been handling grain in bulk from my 40,000-bu. grain elevator since 1919. I can handle grain in bulk here at one-tenth of what it costs to handle it in bags, and I also get a better price for bulk grain.

I would not like to handle grain again in bags, because of the great expense and loss. The year 1918 was the last time I handled grain in bags. I paid 30 cents for each bag and one cent for the twine, a total of 31 cents. The bags held 108 lbs. of barley and 135 lbs. of wheat. I decided at that time that I would not buy any more bags in the future for grain, and built the 40,000-bu. elevator which has been filled every season since that time. I will continue to use it in the future because of its great

saving in every way.—H. P. Mohr, owner Amador Valley Grain Elevator, Pleasanton, Calif.

Who Can Beat This Day's Record?

Grain Dealers Journal: Our big day's run was 473 loads and we loaded out 17 cars.

This run was handled by six men using two legs driven by the new Winter Head Drive and two Winter Truck Dumps, a combination hard to beat.

We do not see where we can increase our handling capacity without installing another leg, which I do not think is necessary.—C. L. Bartlett, mgr., Farmers Elevator Co., Chappell, Neb.

Celebrated a Silver Anniversary.

Grain Dealers Journal: A banquet was given by Jas. P. Sledge of Champaign, May 18, celebrating his 25 years in the brokerage business in Champaign. Jimmie came up from Memphis and opened a brokerage office in Champaign, continuing there ever since.

He had about 100 grain dealers present at the Country Club, for the banquet, even tho it was storming a good part of the afternoon and evening. The boys that brot their golf clubs were prevented from playing by the rain. Jimmie not only gave us a splendid four course dinner at 6:30, but entertainment by the university orchestra, and several specialty dances.

At the close of the entertainment, Wm. Hershey of Chicago, for the guests, presented Jimmie with a splendid Gladstone bag, and all wished him 25 more years of successful business. He certainly showed us the true old Southern hospitality, and that much can be made of life more than mere money grabbing as we pass along.—Yours truly, T. E. Hamman, Arcola, Ill.

Resolutions Adopted by Millers Federation.

The Millers National Federation at its 25th annual meeting held at Chicago, May 19, 20, adopted the following resolutions submitted by the resolutions com'te composed of Karl E. Humphrey, chairman, El Reno, Okla.; Frank J. Allen, Winona, Minn.; J. B. McLemore, Johnson City, Tenn.; A. R. Kinney, Omaha, Neb., and F. A. McLellan, Buffalo, N. Y.:

Limiting Futures to Five Months in Advance.

RESOLVED, Speculation in foodstuffs greatly exceeds all reasonable bounds, or the necessity of such hedging as may be essential to the handling, processing, distribution and export of the principal farm products. Huge-scale gambling in "futures," whereby single interests frequently change in a single session from millions of bushels "short" to millions of bushels "long," or vice versa, is decidedly injurious to all directly connected with the production, manufacture and distribution of grain and its products. We favor such restrictions as will eliminate trading of this character, and we again urge the grain exchanges to limit transactions in "futures" to not over five months in advance. Further delay in the voluntary adoption of such restrictions will inevitably result in far more drastic regulation by state and federal governments.

Uniform Weight Law.

RESOLVED, Millers have sought, year after year, to secure national legislation providing for uniform package weights throughout the United States. Year after year this legislation has passed either the Senate or the House of Representatives, but has failed to get upon the calendar in one or the other and so has not been enacted. We earnestly request that this most desirable and long-sought law be enacted at the forthcoming session of Congress.

Harry G. Randall, Kansas City, Mo., chairman of the com'te on future trading, reported:

Since the last annual meeting of the Federation no matters have been brought before the Com'te on Future Trading requiring action on the part of that body, and therefore nothing has been done by the com'te.

Recent developments in the Chicago market and subsequent investigations by several agencies have served to focus attention on the Chicago Board of Trade. It is probable some changes in methods in that market may result from the several investigations now under way, and your com'te, as well as the milling and grain trade in general, await these developments with unusual interest.

Changes in North Dakota Warehouse Act.

The new warehouse law of North Dakota changes the storage rate on grain. Under the old law the charge was 2c per bushel for receiving, elevating, insuring, delivering and 20 days' storage; and after the first 20 days ½c per bushel for each 15 days or fraction thereof, and not exceeding 5 cents per bushel for 6 months.

The new law reads as follows:

This grain is received, insured and stored subject to the following charges: One-thirtieth of one cent per net bushel per day from date of delivery, but not to exceed ten cents per net bushel for one year; provided, however, that if such grain be sold within twenty days no storage shall be charged. Upon surrender of this receipt and payment or tender of a delivery charge per gross bushel of three cents on flax, two cents on wheat or rye, and two cents on other grains, and all other stated lawful charges accrued up to the time of said surrender of this receipt, the above amount, kind and grade of grain will be delivered to the person named above or his order as rapidly as due diligence, care and prudence will permit.

The new law authorizes the Board of Railroad Commissioners to employ a federal licensed inspector to adjudge grade and dockage when grain is delivered to a warehouse, in case of dispute.

Public warehouses are defined as in the old law, except that flour, cereal or feed mills or seed houses doing a manufacturing business only are not to be required to receive any grain.

Instead of a license fee of \$8 to \$25, the new law provides for a fee of \$10 regardless of capacity, licenses to be obtained thru the Commission to expire Aug. 1 of each year. The track buyer's fee also is \$10 a year.

A bond is required in the amounts specified by the Board of Railroad Commissioners to protect holders of storage receipts, cash tickets or checks.

Sec. 12. Scale Ticket. Every public warehouseman, upon receiving grain into his warehouse, shall issue for each load of grain so received a uniform scale ticket. Such ticket shall be bound in books of convenient size, shall be consecutively numbered and provision made in said books for at least one carbon copy of each ticket. One carbon copy of each ticket shall be retained in said book and shall remain as a permanent record. The original ticket shall be delivered to the person from whom the grain is received upon receipt of each load of grain. All such tickets shall be signed by the warehouseman, his agent or manager. All scale tickets shall be converted into either cash or storage tickets at the close of each day's business. The office copy of each scale ticket shall show the number of the cash ticket or storage ticket issued in lieu thereof.

Sec. 17 provides that during the months of October and November, not exceeding eighty-two pounds, and during the months of December and January not exceeding seventy-six pounds may be used as the standard bushel of new ear corn.

Warehousemen are permitted to insert in the receipts the following provision:

"If any of the grain embraced in this receipt shall prove to be covered by a chattel mortgage or other lien, or the partial or absolute title prove to be in some other than the person to whom this receipt was issued, the same shall, if discovered before the delivery of the grain, be sufficient reason for the refusal to deliver to the holder of the receipt, or if discovered after the delivery of the grain such delivery shall be deemed an over delivery for which said holder of this receipt, to whom such delivery is made, shall be accountable."

Free storage is expressly forbidden under the new law, under the last sentence in Sec. 24, which reads as follows:

Section 24. Discrimination Prohibited. No public warehouseman shall discriminate in the buying, selling, receiving and handling grain or in the charges made or the service rendered to owners of stored grain, nor shall such warehouseman discriminate in the receiving of grain offered for sale or storage, nor in regard to the persons offering such grain for sale or storage; provided, that no public warehouseman shall be required to receive for storage any grain which is heating or otherwise out of condition. Storing grain free of charge is hereby prohibited.

The Railroad Commission has agreed to approve all storage tickets that have added to them the line "Storing grain free of charge is hereby prohibited."

The new law will go into effect July 1, 1927.

Opposed to Giving Complete Control of Grain Grading to Federal Bureau

An Address of C. D. Sturtevant, Omaha, before Oklahoma Grain Dealers Ass'n

Grain standards and the inspection of grain as we understand them in this country are distinctly American. Grain has been the subject of commerce ever since the first barter and sale, but it remained for the grain trade of the United States to establish standards so that grain can be sold by certificate rather than by the cumbersome system of sample, as is the custom today in most foreign countries.

Sales of grain in Liverpool, unless basis American grades final, are usually made subject to what is called "London Rye Terms," and under the provisions of these terms, grain sold by sample is subject to revision for discount by the London Rye Com'ite in case they decide, on complaint, that the grain is not up to sample.

The first record of a grade or standard for grain appears in the report of the Chicago Board of Trade for 1857, at which time, a standard was established for "No. 2 Red Winter Wheat." This report reads in part as follows:

"The grain trade, which undoubtedly holds supremacy over all others in Chicago, presents the need for stringent grading rules, in view of the practice adopted by farmers, shippers and exporters, of mixing grain of inferior quality with that of better quality and the subsequent application of such grain on contract for grain described as good milling quality," and also, "Complaints were received by Eastern buyers and European importers as to the quality of grain applied on contracts."

I call your particular attention to this statement because it shows that the first standard or the first grain grade was put into effect for the purpose of protecting the buyer from the seller, and this has been characteristic of practically all the changes in our system of grading since that time.

Much of the dissatisfaction with the earlier grading of grain came from abroad from buyers who purchased grain basis Baltimore or New Orleans grades and found these grades of standards were not fixed—were in fact, not standards at all.

Before the days of Federal Standards it was the regular yearly custom for the Grain Com'ite of the Omaha Grain Exchange to hold a meeting soon after the new grain began to come to market to establish the standards for the year. We would preserve samples from all incoming cars and would make up type samples for the different grades and instruct our inspectors that all grain similar to a particular sample should be graded No. 2 Hard. It was our object to fix the "2 Hard" sample so that it would include all of the best type of wheat coming to market. As the quality of the crop varied widely from year to year, you can readily understand that a miller buying our wheat had to learn anew with each crop season what Omaha No. 2 Hard wheat was.

We thought this was the proper way to merchandise the crop and gave little thought to any different system until the government established real standards.

At that time, they had in Baltimore, a grade of corn called "Steamer Corn," so called to distinguish it from corn shipped in sailing vessels. "Steamer Corn" was any corn that in the opinion of the inspectors, would not get out of condition if loaded into a steamer and shipped to Europe, the passage taking from two to three weeks, while if the same corn was loaded in a sailing vessel and was on passage for seven or eight weeks, it would be hot upon arrival. You can readily understand, that "Steamer Corn" covered a multitude of sins.

In 1858 the system was extended and the Chicago Board of Trade adopted standards for the grading of wheat, corn, oats, rye and barley. These earlier grades were all very indefinite and contained no exact factors such as we have in our grades today. Everything was left to the discretion of the inspectors who were expected to grade the grain in conformity with such terms as reasonably sound, plump, dry, clean, etc.

In 1871 the State of Illinois first established a Grain Inspection Department and provided for grain standards by law. In the meantime, exchanges organized in other parts of the country and established standards for grain. The Illinois State Inspection was followed by Kansas, Missouri, Wisconsin, Minnesota and Oklahoma and by a number of the Northwestern Pacific states.

Each of these different Grain Exchanges and State Departments had their own standards differing from each other, so that Kansas City No. 2 Hard Winter Wheat was entirely different from the same grade in Chicago or Minneapolis.

No attempt was made to establish definite

factors in the grain standards with the possible exception of "test weight per bushel," until 1914 when the Federal Government established standards for corn, which are practically the same as those in effect today. At that time, the Federal Government had no power to enforce these standards but by co-operation with the trade, most of the states and Board of Trade Departments adopted them so that in 1914, for the first time, there was a uniform standard for corn throughout the country.

In 1916 the Grain Standards Act was enacted by Congress. The Federal Government, under the present system of supervision, assumed control of grain inspection throughout the country and under the provisions of this act, established as rapidly as possible, standards for the different varieties and grades of grain.

These standards made the different grades dependent upon a strict determination of certain factors such as test weight, damage, mixtures, moisture and foreign material. This at once set up a very complicated system of grading and for the first time we had not only No. 1, No. 2, No. 3 and No. 4 grades, but also numbers 5 and 6. This complicated system of grades worked for the further protection of the buyer, and against the interests of the seller. It seems very plain that under the old system of grading, the lowest grade except "rejected" was No. 4, and that under the new system of grading most of the grain which would formerly have graded No. 4 was divided into three grades of No. 4, 5 and 6; that the producer is bound to receive less for his wheat or other grain as a total than under the old system.

The friends of this measure argued that the above condition is offset by the added confidence which results in the buying trade, particularly abroad, and that by reason of the adoption of these fixed standards and strict and correct grading, the general level of market values is higher than under the old system. In other words, if a European mill buys United States No. 2 Hard Winter Wheat, they pay more for it because they know just exactly what they are going to get.

There is considerable merit to this argument, but I do not believe this general enhancement in value fully offsets the lower prices received by the producers for their lower grades.

It was also argued that the establishment of these standards would encourage the producer to raise a better quality of grain and thus increase the total value of the crop. If the farmer could control his production, he would never raise anything but No. 1 Wheat, but unfortunately, the decision as to the quality of grain lays with the elements and unless we can make such scientific progress as will enable us to control the sunshine and the rain, we must recognize the fact that low grade grain will be produced for the benefit of the producer. I am thoroughly convinced that Federal Grain Standards have cost the farmers of this country millions and possibly billions of dollars. I do not intend to convey the idea that these standards should be changed, nor that it is not right and proper that buyers should be protected by these standards, I am simply stating this as a fact, which should be taken into consideration in any study of this problem.

The Act of 1916 authorized the Sec'y of Agriculture to establish grain standards and to enforce them in interstate commerce by a system of supervision of existing inspection agencies in accordance with regulations to be adopted by the Department. These regulations are not a part of the law itself and are legal and can be enforced only so long as they are not in conflict with the law. The law itself, therefore, and the published regulations of the Department issued by its authority, constitute the written legal system of our grain standards today.

The law provides that the standards cannot be changed except by public hearing, consideration by the Secretary, and notice to the trade.

Unfortunately while these standards are much more exact and scientific than the old system of grading, there are still certain factors which are left to the discretion of the inspector. Grain grading is not yet an exact science. Discretion exercised by the inspector is the cause of practically all dissatisfaction with the present system. No two men think alike and when each is using his own discretion, there is bound to be certain variations.

Heat Damage and Smut: The Department thru administrative heads, exercises a supervision over certain factors and in the exercise of this supervision, has in the past made rulings which to part of the trade at least seem to approach a change in the standards, which legally could only be made as stated above. We

remember when the Department without adequate notice to the trade tightened up on the count of heat damage in wheat two or three years ago, and again last year, when it tightened upon smut and, without changing the standards, established the smut ball count for the determination of this factor. These possibly unauthorized and illegal changes in the wheat grades undoubtedly cost the producers in the southwest many millions of dollars. Again I call your attention to the fact that these changes were for the benefit of the buyer and to the disadvantage of the seller.

Senate File No. 5696 was presented to the last Congress to amend the United States Grain Standards Act. We are informed this bill was prepared by the Department at the request of the House Appropriation Com'ite and is intended as a revenue measure, the story being, that when the appropriations for the grain division of the Department of Agriculture, amounting to several millions of dollars, were being considered by the Appropriation Com'ite of the House of Representatives and the Budget Director, it was suggested that the service rendered in grain supervision should be made self-supporting by a system of fees.

The Department framed this bill to provide for Federal inspection instead of Federal supervision so the fees paid for the inspection of grain would accrue to the Federal Department instead of State Departments and Boards of Trade thus making the Grain Division of the Federal Department self-supporting.

There are no present indications that this bill has the support of the Department of Agriculture, and as we know, the various State Departments will go to Washington to fight it to the limit. We seriously doubt it will ever become a law.

The proposed law provides that no elevator operator located at a point where Federal grain inspection is maintained, shall receive any grain into his elevator unless it is inspected by a Federal inspector. It provides, further, that such Federal inspectors may inspect and issue certificates for grain, whether or not the grain has entered interstate commerce. It also provides that the Department may establish laboratories for the determination of protein in wheat and oil in flax.

Should this law be passed it would at once provide for a dual system of inspection in those states where grain is now inspected by law. The State warehouse law of Missouri provides that terminal grain elevators must be licensed and bonded by the State and that they cannot unload any grain unless inspected and certified by a State inspector. An elevator operator in Kansas City, Missouri, therefore, would have to have his grain inspected by a State inspector and pay the State fee and again by a Federal inspector and pay the Federal fees. Eventually this situation would cause the repeal of the State law and the inspection of grain would inevitably revert to the Federal Government. Some of the trade believe that the State Departments would never abandon their prerogatives but I feel sure that if the Federal Government starts to inspect grain it means the death of the State Departments and immediate elimination of Board of Trade inspection. The provision in the proposed law which permits Federal inspection of grain which has not entered interstate commerce, is to my mind, the opening wedge and is intended to provide a means whereby the State Departments may be eliminated.

One distinctly new provision in the new law which would, if put into effect, be of great value to the trade. This provides that if grain has once been inspected and the grade established by a Federal inspector and a certificate issued therefore, the grade cannot be changed by an inspector located at any other point so long as the identity of the shipment is preserved, and so long as there is no change in its condition. In other words, if a Federal inspector located in Oklahoma City inspected a carload of wheat and counted 0.2% heat damage and graded it accordingly, an inspector at Fort Worth or Galveston could not change this count nor change the grade or factors of the grade of this shipment unless the wheat went out of condition while in transit. This provision goes a step further and provides that the grade of such a shipment may be preserved thru an elevator providing proper regulations are complied with to preserve its identity; so that this shipment of wheat moving from Oklahoma City could be unloaded at an elevator at Fort Worth and reloaded and shipped to Galveston and the Oklahoma City grade would follow it into the elevator at Galveston.

Such a law, of course, would be a great boon to the trade and would eliminate all of the many arguments which are daily arising on account of the difference of opinion between inspectors located at different inspection points on damage, heat damage, moisture, test weight, and all of the other factors which are subject to variation.

In the consideration of this measure, we should continually bear in mind that it is another step to protect the buyer and that it would probably cost the producer money. Perhaps that is the right thing to do, perhaps the buyer should be more fully protected than he is

at present, and perhaps the added confidence which would result from Federal inspection would increase the general level of market values to a point which would offset the discounts on lower grades but, before taking a position on the measure, I think we should fully consider the result.

Under the present system the State Departments act as a check on the Federal Department and owing to their political influence, are in a position to accomplish more with the Federal Department than any individual. Personally, I believe this check is a good thing for the trade and for the community at large.

For example, I am informed that when the Federal Department a few years ago tightened up on their heat damage determination, some of the State Departments went to Washington and practically forced a partial readjustment which was a great help to the producer—and was not unfair to the consumer. I do not believe any individual or Board of Trade could have accomplished equal results.

I have the very highest regard for the men who administer the Grain Standards Act. I know them to be honest, honorable gentlemen of the highest type. I know they are trying to promote commerce in grain and seek impartially to protect the rights of consumer, producer and middleman. I know by personal experience that they are fair and broadminded in performing their duties and exercising their powers. But those powers are tremendous—and suppose the personnel of the Department should change and there should come into power men who were determined to interpret the law strictly in favor of the consumer. Men if you please, who believed that was the intent of the law and that producer and middleman had no rights under the law. They could almost overnight put into effect rulings that would put the middleman out of business and cost the producer millions of dollars.

This Bureau is charged with the administration of the Pure Food and Drug Act as well as the Grain Standards Act. Do you know that under a strict interpretation of the former law by an unfriendly Bureau, it would be illegal to mix No. 2 Wheat with No. 1 wheat and to mix No. 1 Wheat with one-tenth of one per cent heat damaged with clear No. 1 Wheat?

Under a strict interpretation such a mixture would amount to adulteration and the mixer would be liable to a fine and the confiscation of his grain. I believe enough power is already vested in this Bureau and that under our American system of checks and balances in government we should preserve the State Inspection Departments in full strength and vigor to curb, if necessary, any arbitrary exercise of power by the Federal Department.

The trade, I believe, is divided on this proposal. Many are opposed to Federal inspection for the reasons stated. Many are in favor of it because they believe a strong central, uniform administration will cure many of our present grading troubles.

There is, I believe, one part of this bill which would be acceptable to nearly everyone and that is the clause that preserves the integrity of the original inspection. This provision in the new law will work just as well under Federal inspection and I believe we should endorse it and try to get it written into the Grain Standards Act at the next session of Congress.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Ogallala, Neb., May 16.—Very little grain moving, not much to move.—G. A. Welsh Grain Co.

Tocsin, Ind., May 10.—Grain trade normal for this time of year.—W. A. White, mgr., Tocsin Farmers Elevator Co.

Crawfordsville, Ind., May 12.—The grain movement is very light.—J. F. Cruea, mgr., Farmers Co-op. Grain & Supply Co.

Macksville, Kan., May 11.—Very little grain being marketed. Very small per cent on farms.—R. E. Hart, mgr., Farmers Co-op. Ass'n.

Hooker, Okla., May 10.—More than 2,000 cars of grain were shipped from here during the year. Texas county raised 3,000,000 more bus. of wheat in 1926 than it did in 1920, the previous record year.

Wheat exports from the United States for the 9 mos. ending Mar. 31 amounted to 128,468,000 bus., valued at \$185,445,000; against 43,213,000 bus., valued at \$67,924,000 for the corresponding months of 1925-26.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

COLORADO.

Hudson, Colo., May 14.—Wheat looks good, cutworms are working in some fields. Have had a cold, late spring.—W. W. McBride, mgr., Hudson Grain & Bean Co.

IDAHO.

McCammon, Ida., May 17.—Grain crops look very promising at this time.—X.

Aberdeen, Ida., May 21.—The prospects for grain are very good so far, plenty of moisture for the dry farm crops. The wheat came thru the winter in good shape. The weather is cool, causing the grain to stool well. The irrigator has a very good outlook for his grain crop, while this cool weather is not so good for sugar beets, hay and pasture. Nevertheless, the spring grain is doing well.—P. F. Funk, P. F. Funk Grain Co.

ILLINOIS.

Springfield, Ill., May 18.—Only a small percentage of corn has been planted. Progress of wheat was fair, with condition remaining generally good; chinch bug infestation is reported from St. Clair County. Weather and ground conditions were somewhat unfavorable for oats which are getting a spotted start in some areas. Grass crops continue excellent; some cutting of alfalfa was done locally in the south.—W. F. Feldwish, meteorologist.

INDIANA.

Whitestown, Ind., May 12.—Crops look fine. Wheat never better. Early sown oats good and corn planting in full blast.—Kern & Kirtley Grain Co.

Tocsin, Ind., May 10.—Wet weather has delayed seeding of oats, but this week will about finish it.—W. A. White, mgr., Tocsin Farmers Elevator Co.

Crawfordsville, Ind., May 12.—Crops here are about average with last year. Wheat is looking fine. Oats are backward and of poor stand. Planting of wheat just started. Been plenty wet.—J. F. Cruea, mgr., Farmers Co-op. Grain & Supply Co.

Evansville, Ind., May 14.—Owing to the excessive rains in southern Indiana and northern Kentucky, many farmers will not be able to plant any corn until after June 1st and some of them have abandoned the idea of planting any corn at all but will plant cowpeas and other crops instead. The acreage of corn in southern Indiana this year will be smaller.—C.

IOWA.

Arispe, Ia., May 13.—Very small amount of oats in, on account of the very wet weather. No corn planted yet.—X.

Ruthven, Ia., May 10.—Our oats crop here is late and a reduced acreage. Weather permitting our corn acreage will be increased and will also be late, altho some of it is in the ground now.—Geo. A. French.

KANSAS.

Wakeeny, Kan., May 17.—Most of the wheat east of here is being plowed up.—C. M. D.

South Haven, Kan., May 10.—Approximately 10,000-bu. of wheat in this vicinity to be moved yet, i. e., old wheat.—X.

Macksville, Kan., May 11.—Crop conditions are about 70 per cent of normal.—R. E. Hart, mgr., Farmers Co-op. Ass'n.

Offerle, Kan., May 11.—Crop prospects in this vicinity are good. Expect to have an early harvest.—Offerle Co-op. Grain & Supply Co.

Lakin, Kan., May 21.—Most wind and dry weather here since 1901. Wheat no good. Crops of all kinds will depend on rain soon.—H. S. Darr & Co.

Anthony, Kan., May 12.—Wheat is looking fine in our region with the exception of a little green bug infestation.—A. W. Steen, A. W. Steen & Sons.

Wright, Kan., May 12.—Crops the past 10 days have been going backward at least 40 per cent on account of fly.—F. L. Doll, mgr., Wright Co-op. Exchange.

Wellsford, Kan., May 16.—An electrical storm a week ago today seems to have hurt the wheat considerably. It has a bad color.—Melvin B. Norby, Norby Grain Co.

South Haven, Kan., May 10.—Crop conditions are very favorable, even better than the past season which was very good. The acreage is about normal with last year, if anything a little more.—X.

Goddard, Kan., May 11.—Much fear is expressed concerning the cheat found in the wheat here. Have no Hessian fly here, but other sections are bothered badly.—L. A. Adler, Adler Grain Co.

Lewis, Kan., May 11.—Kansas will not raise more than 100 million bushels of wheat according to the opinion of all who have observed the entire wheat belt.—John Holmes, mgr., Farmers Co-op. Grain & L. S. Co.

MINNESOTA.

Minneapolis, Minn., May 18.—In the Northeastern part of North Dakota, which is one of the heaviest durum territories, there will probably be a forced decrease in acreage, because of the delays in seeding. A considerable amount of red durum will be seeded late. In South Dakota, and the Southern half of Minnesota, flax is generally raised in small patches, and some seeding has been done. In the Northern half of Minnesota, North Dakota and Montana, very little flax has been sown, up to this time. Our reports indicate that there will not be a large amount of new breaking this year. We find, however, that farmers are anxious to seed all available ground, and the flax acreage depends largely on weather for the next four weeks. In South Dakota, and the Southern half of Minnesota, corn planting is general, and there will

Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for July delivery at the following markets for the past two weeks have been as follows:

	May 10.	May 11.	May 12.	May 13.	May 14.	May 15.	May 16.	May 17.	May 18.	May 19.	May 20.	May 21.	May 22.	May 23.	May 24.
WHEAT.															
1927.															
Chicago	135½	135	135½	136	136	134¾	135½	137½	138½	138½	138½	139½	141½	144½	
Kansas City (new)	126½	126¼	127	127	127	126½	126½	128½	128½	129	129	130½	132½	134½	
St. Louis (red winter)	134	133¾	133¾	133¾	133¾	133	132½	134½	136	136	136	138	140½	148½	
Minneapolis	141½	140¾	140¾	141½	141½	140½	141½	140½	141½	143	143½	144½	146½	148½	
New York (domestic)	137½	137½	138	138½	138½	137½	137½	140	140½	140½	140½	141½	143½	146	
Duluth (durum)	153½	153¾	151½	151½	151½	147	147½	150½	150½	151½	151½	152½	154½	154	
Winnipeg	147½	147½	148½	149½	149½	148½	148½	150½	150½	151½	151½	152½	154		
Milwaukee	135½	134½	135½	135½	136½	134½	135½	137½	138½	138½	139½	141½	144½		
CORN.															
Chicago	84	86½	86½	87½	88	88½	89	90½	91½	92½	91½	92	94½		
Kansas City	83½	85½	85½	86½	88	87	88½	89½	90½	91½	90½	90½	92½		
St. Louis	86½	89½	89½	90½	91½	90½	91½	93	94½	95½	93½	94½	96½		
Milwaukee	84½	86½	86½	87½	89½	88½	89	90½	91½	92½	91½	92½	94½		
OATS.															
Chicago	48½	49½	49½	50	50½	49½	49	49½	50	49½	49½	49½	49½	49½	
Minneapolis	47½	47½	47½	48	48½	47½	47½	47½	48	47½	47½	47½	47½	48½	
Winnipeg	60½	60½	61	61	61	60½	60½	61	60½	60½	60½	60½	61½	61½	
Milwaukee	48½	49½	49½	50	50½	49½	49	49½	49½	49½	49½	49½	49½	50	
RYE.															
Chicago	106½	106½	106½	106½	106½	106½	106½	107½	108½	108½	108½	108½	109½	113½	
Minneapolis	102	100½	100½	101½	101½	101½	101½	102½	103½	103½	103½	103½	106½	110	
Duluth	105½	105½	105½	106	106½	106	106	107½	108½	108½	108½	108½	110½	112½	
Winnipeg	107½	107½	107½	108½	107½	106½	107½	108½	109	108½	108½	109½	110½	112½	
BARLEY.															
Minneapolis	80½	83	89	87½	86	83½	83½	87½	87½	88½	87	86	88		
Winnipeg	82½	84	85½	85½	85½	85½	85½	85½	85½	85½	85½	84½	84½	88	

probably be a larger acreage than usual due to an increase in stock raising and dairying.—Van Dusen-Harrington Co.

MISSOURI.

Higginsville, Mo., May 11.—It is our pleasure to report that the crops, and more particularly wheat, is in good condition, and we hope to have a crop fully equal or better than last year.—R. Sam Hays, Higginsville Mlg. Co.

NEBRASKA.

Ogallala, Neb., May 16.—Wheat is in good condition.—G. A. Welsh Grain Co.

NORTH DAKOTA.

Cooperstown, N. D., May 14.—The seeding of wheat is very much delayed on account of the late spring, rain and snow.—Robert Thorne, mgr., Great Western Grain Co.

OHIO.

Bloomer (Covington p. o.), O., May 13.—Wheat is looking fine, about one-half usual acreage. Oats acreage reduced. Corn acreage increased.—J. R. Helman.

OKLAHOMA.

Wagoner, Okla., May 14.—All crops are backward on account of the rains. Oats and wheat look well.—F. M. Gilbert, Gilbert Grain Co.

Frederick, Okla., May 10.—The growing wheat has deteriorated 40 per cent in the last 10 days. Oats are also losing ground.—E. O. Billingslea Grain & Cotton Co.

El Reno, Okla., May 20.—Army worm taking lowland wheat in Canadian county. Recent rains here brot wheat out wonderfully. Look for a 10-bu. average in Canadian county.—Farmers Mill & Grain Co.

Fairview, Okla., May 10.—Wheat in this part of the country looking fine and all headed and will be about ready to harvest within three weeks, if weather conditions are favorable.—G. W. Johnston Grain Co.

SOUTH DAKOTA.

Estelline, S. D., May 12.—Crop prospects very good at present.—Thomas Ford.

Buffalo Gap, S. D., May 12.—Prospects for crops here very good at present.—W. F. Nolan.

Winner, S. D., May 12.—More than 10-in. of rain this spring, ground in very good condition for all grains.—Nye & Jenks Grain Co.

Castlewood, S. D., May 12.—Barley and oats seeding 90 per cent completed. Corn planting will be general by the first of next week.—Farmers Grain & Produce Co.

Aberdeen, S. D., May 17.—Crop prospects in this territory are very good, never better at this time of the year. Plenty of moisture. Acreage normal with possibly a slight increase.—B. E. Beltz, mgr., McCaull-Dinsmore Co.

TENNESSEE.

Nashville, Tenn., May 2.—The farmers have been delayed very much with the many floods, and less planting has been done at this time than in any of the previous years to our knowledge.—G. P. Rose & Co.

TEXAS.

Tulia, Tex., May 13.—Wheat needing rain badly.—Farmers Grain Co.

Darrrouzett, Tex., May 13.—Wheat looks bad here. Had too many green bugs and not enough rain.—Darrrouzett Co-op. Ass'n.

Booker, Tex., May 12.—Crop prospects are very poor in Texas and Oklahoma Panhandles. Too dry.—P. J. Sheen, mgr., Booker Equity Exchange.

Wichita Falls, Tex., May 18.—Our crop is very short. We will be lucky to make as much as half a crop on wheat. During the winter we had too much rain and since then it has been too dry.—J. C. Hunt, Jas. C. Hunt Grain Co.

Oats, Barley and Rye Fields Exempted from Corn Borer Work.

New regulations issued May 19 at Columbus, O., provide that farmers will not be compelled to enter their oats, barley and rye fields to pull up corn stubble left from last year's corn crop, if located in the less than one per cent infected area comprised of 27 counties and parts of four other counties.

Counties in which the new exemption will be effective are: Allen, Crawford, Columbiana, Carroll, Defiance, Seneca, Marion, Morrow, Richland, Stark, Portage, Wayne, Tuscarawas, Jefferson, Van Wert, Hardin, Hancock, Mahoning, Trumbull, Harrison, Wyandotte, Holmes, Putnam, Henry, Williams, and the southern parts of Summit, Wood and Huron

Counties and the western half of Fulton County.

The counties which still must comply with the regulations because they are in the area of more than one per cent infected, are:

Lucas, Ottawa, Ashland, Lake, Geuga, Cuyahoga, Medina, Lorain, Erie, Sandusky, the northern parts of Summit, Huron and Wood, and the eastern half of Fulton. An area is said to be one per cent infected when corn borers are found in one stalk in every 100.

Variation in Automatic Scale Weights.

BY H. H. ALFREY, CHIEF SCALE INSPECTOR, R. I. LINES, SOUTHERN DISTRICT, BEFORE NATIONAL SCALEMEN'S ASS'N.

We, as railroads, are, and have been for years constantly confronted with differences in weight of car load shipments of grain as between loading and unloading weights, particularly on shipments originating at country points where there is little or no supervision of the scales or weighing.

Country Elevator Scales Neglected.—While a few of the railroads have systematic supervision and testing of elevator scales, a great many do not with result that the shippers do not have access to regular inspection and tests by competent men with adequate equipment. It therefore necessarily follows that there are hundreds of automatic grain scales in use today that receive little or no attention except that given by the elevator men which in most cases has been found to be inadequate.

A com'te was appointed by the Chairman, Mr. A. S. Dodge, to develop by actual tests at country loading points just what such scales were doing under ordinary operating conditions.

The com'te was appointed from representatives of five of the grain handling railroads with the following personnel: T. E. Brentnall, general scale inspector, Union Pacific; F. H. Schlunkert, supervisor of scales, Missouri Pacific; C. C. Smith, assistant chief scale inspector, Chicago, Burlington & Quincy; A. Batz, chief scale inspector, Santa Fe; C. A. King, chief scale inspector, Western Weighing & Inspection Bureau; and myself, representing the Rock Island.

In order that we might develop the actual conditions thruout the grain loading territory west of the Mississippi River no attempt was made to segregate types or makes of scales or to choose any specific territory in which to make the tests. On the contrary our itinerary was prepared with view of testing at least three scales on each of the large grain handling railroads selected at points where there would be grain on hand to test the scales and other than this we had no choice of which scales were to be tested.

It was not our intention either to approve or condemn any make or type of scale but rather to develop if possible just what could be expected from automatic grain weighing scales at country elevators and I trust that manufacturers and others interested in this type of scales will receive the following data with that thought in mind.

A total of twenty-two tests were made in as many different elevators located on seven of the large grain handling railroads in the following states: Wyoming, Nebraska, Kansas, Iowa, and Oklahoma, which is representative of the grain producing territory of the middle west.

The tests were conducted as follows: The scales were first tested in the elevators in accordance with American Railway Ass'n Grain Circular No. 1 and Docket 9009 by using ten consecutive drafts taken under ordinary operating condition of the elevator without stopping the flow of the grain, using master weights for testing the leverage of the scales and the accuracy of the weights belonging to the scale. Master weights of fractional denomination were used to determine the error per draft.

An especially built even balance was used in the cars and each draft was caught in this balance and weighed down stairs. This balance was built in the Union Pacific scale shop at Denver and has a capacity of five hundred pounds in each pan with such sensibility that it could easily be read to one-eighth of an ounce. This scale was tested and calibrated at Denver immediately before this series of tests were made and was also tested each time before being used for these tests.

The scales were first tested as found set for grain last loaded by the operator and the final tests were made after adjusting the scales as closely as possible.

Owing to the peculiar method by which it is necessary to test an automatic scale, it was not that by the com'te to be advisable to attempt to show the error per thousand pounds in the tests, but rather to show the maximum variation between drafts, taken under normal operating conditions of the elevator, in an effort to establish a working tolerance applicable to this type of scale used for grain weighing. However, an analysis of the results of all of the

tests was made and a possible error per thousand pounds determined for the purpose of calculating what the possible error per car would be if the scale were set as correct on the maximum error.

The results of each individual test are too lengthy to include and I will therefore show only averages or totals, however the individual test reports are available for any interested parties to see.

Practically all of the scales tested were of four bushel capacity or 240 lbs. and in calculating errors that figure was used.

The variation between drafts as the scales were found ranged from five and one-quarter ounces to nineteen pounds ten ounces or an average of two pounds, eleven and three-fifths ounces variation between drafts on the twenty-two scales.

The variation between drafts after the scales were adjusted as closely as possible ranged from five ounces to four pounds eight ounces or an average of one pound four and two-fifths ounces variation between drafts on the twenty-two tests.

Assuming then, and it is not at all improbable that an automatic scale is checked for accuracy on a draft producing the average maximum variation, the result as determined by the average of the twenty-two scales as found would produce an error of 11.3108 pounds per thousand pounds. Using the same method on the average variation between drafts after the twenty-two scales were tested and adjusted as closely as possible would produce an error of 6.373 pounds per thousand pounds. While these errors shown are problematical, still, they are possible.

It was interesting to note that the scales receiving attention either by competent operation or periodical inspection by scale inspectors produced smaller errors than the scales receiving little or no attention, which goes to prove that the term "Automatic" is not all that it implies and that this type of scale is as much if not more dependent on proper operation than the hopper scale, consequently the specifications set forth in Docket 9009 which require the operator of an automatic scale to ascertain at least four times during the loading of each car whether or not the scale is properly adjusted, should be rigidly adhered to if we are to get good results.

After careful analysis of these twenty-two tests, together with other data on this type of scale, it was recommended by this com'te that an operating tolerance of five pounds per thousand pounds be adopted for grain weighing automatic scales. Since our tests showed a possible error of 6.373 pounds per thousand pounds after the scales were adjusted.

Roller Bearings for Railroad Equipment.

By O. F. Packer Before National Scale Men's Ass'n at Kansas City, Mo.

Rapid progress has been made in the last few years in the perfection of roller bearings for railroads, and today they have passed the experimental stage and are proving their real value and savings to many roads.

With the adoption of roller bearings, the following claims are set forth: No larger locomotives, longer freights, smoother passenger service, rolling stock guarded against shock, fuel-saving car miles, quicker starts, maintenance reduced to a minimum, lubrication renewals semi-yearly, no replacement of axles, and, as the lateral motion is governed, the element of discomfort is entirely missing and a distinct improvement in riding qualities is noticeable.

As your interests are in scale test cars, the question uppermost in your minds at this moment naturally would be, "In what way would our division be benefited?" Roller bearings on scale test cars would produce a direct saving in your division only. The savings items could be condensed to three things:

First, maintenance, which would consist of an inspection to see that lubrication is held in the journal box properly and replenished, if necessary, semi-yearly; a yearly inspection when the bearings should be cleaned and replaced with a lubrication free from alkali and animal fats.

Second, it is a known fact, that, since several of the different roads have made roller bearing installations on their scale test cars, they are able to place their cars upon scales without the assistance of a locomotive, as the draw bar pull of an 80,000 pound car is 210 pounds, one man is able to place it on and off scales by pushing, thus in checking a scale, it is not necessary to tie up a locomotive and train crew. Furthermore, when car leaves master scales, it does not have to return for calibration unless it is desired, for six months or a year.

Last but not least, hot boxes are eliminated, as friction is reduced to a minimum.

Kansas Dealers Prove District Meetings an Effective Aid to Harmony

Discuss Storage at Anthony Meeting.

Anthony, Kans.—The local grain dealers and millers, A. W. Steen of A. W. Steen & Son, A. E. Deere of the Anthony Farmers Co-op. Co. and "Dynamite" Flood of the Anthony Mills, entertained 47 dealers from the surrounding territory at a banquet on May 12. The meeting was sponsored by the Kansas Grain Dealers Ass'n.

W. A. Miller, a former grain dealer of the early eighties presided, and gave an interesting resume of the grain business of the early days before future markets, C. N. D'S, etc., were obtainable.

Storage of grain was discussed and the following dealers expressed their opinions:

D. A. Yeager, Caldwell: "For a country shipper to store grain is suicidal. I would like to see it become a misdemeanor to store grain at country points."

W. A. Miller, banker, Anthony: "The only place to store wheat is on the farm. Bankers in this territory refuse to loan money to elevators storing grain without the facilities most of them lack. Storage means poverty and distress in local communities, and the shipper storing is headed for the sheriff."

A. E. Deere, Anthony: "I refuse to store grain locally. I take in grain for storage, ship it to Wichita for storage there in special bins and secure warehouse receipts as security for my scale ticket holders. Keeping every bushel stored insures protection against loss, something hedging will not guarantee."

G. T. Price, Manchester, Okla.: "Encourage farmers to spend storage money for farm bins."

Another meeting of this district will be held in 30 days, a com'tee of three being appointed to arrange for a permanent organization.

Among those attending were A. W. Steen, mgr., A. W. Steen & Son, Anthony; Paul Barker of J. R. Williamson, Harper; P. A. Solomon, mgr., Farmers Elvtr. Co., Shook; C. W. Flood, mgr., Anthony Mills, Anthony; D. A. Yeager, mgr., Consolidated Flour Mills, Caldwell; W. A. Parr, mgr., Farmers Co-op. Grain Co., Caldwell; G. T. Price, mgr., State Line Grain Co., Manchester, Okla.; A. E. Deere, mgr., Farmers Co-op. Co., Anthony; W. E. Shaddy, mgr., Arkansas City Mfg. Co., Hardtner; Glen Carr, mgr., Rea Patterson Mfg. Co., Stafford; E. I. Hull, mgr., Arming Grain Co., Harper; F. I. Biberstein, mgr., Farmers Union, Attica; A. Black, mgr., Attica Grain & Elvtr. Co., Attica; Blair Barker, mgr., Barker Bros., Crystal Springs; J. W. Lukens, mgr., Hazelton Co-op. Co., Hazelton; Geo. J. Wise, mgr., Farmers Elvtr. Co., Duquain; Chas. Burlie,

prop., elvtr. at Hinton (Anthony p. o.); A. J. Moore, prop., A. J. Moore Grain Co., Caldwell; F. E. Botkin, mgr., W. L. Botkin & Son, Danville; C. O. Burdick, prop., C. O. Burdick, Hardtner.

District Meeting at Dodge City.

Dodge City, Kan.—Seventy-six grain shippers of the immediate territory held a meeting here the evening of May 14 under auspices of the Kansas Grain Dealers Ass'n. C. C. Isely served as toastmaster at the banquet.

First Ass't Grain Inspector Tom Armstrong spoke of the accomplishments of the Kansas State Grain Inspection Department, stressing the evils of federal interference.

Claude M. Cave further protested against placing the inspection of grain in the hands of the Federal Government.

Jack Baker spoke on the necessity of keeping better shipment records to enable collection of railroad claims, especially in view of the decreasing number of claims being honored. He also stressed the care of scales, spouts, protection against "railroad snoopers," care in making out Bs/L, taking test weights of cars being loaded, keeping gross, tare and net weights where such are used, entering claims and demanding prompt itemized statements from terminal markets. "Don't tell all you know," Mr. Baker suggested.

Harry Hartshorn brot greetings from Ford and gave an optimistic crop report.

Geo. Gould of Bucklin did the same.

E. J. Smiley, sec'y of the Kansas Grain Dealers Ass'n, spoke of the accomplishments of the organization in divorcing the Kansas Grain Inspection Department from politics.

Mr. Isely praised the efforts of ass'ns in securing co-operation.

Among those attending were: J. A. McDowell, Jetmore; J. P. Emery, Cimarron; Joe Hall, Dodge City; A. H. Ling, Jetmore; J. L. Hipple, Ford; Walter January, Rolla; E. V. Morris, Jetmore; F. B. Moomaw, Moscow; J. B. English, Cimarron; T. H. McVinimy, Sitka; C. S. Laird, Ingalls; Geo. Gould, Bucklin; Chas. Herron, Cimarron; J. D. Grove, Protection; R. C. Lowman, Protection; Scott McCormick, Protection; A. Swanson, Copeland; M. J. Long, Montezuma; Geo. A. Smith, Plains; G. W. Glenn, Dodge City; Roy V. Stuart, Ford; J. W. Brown, mgr., Kismet; G. A. Bayha, Kismet; Geo. D. Eubank, Protection; A. H. Hewes, Ingalls; W. T. Shute, Dodge City; S. J. Fairchild, Kinsley; Dan C. Sullivan, Ulysses; C. F. McDonald, Santanta; E. G. Rinehart, Dodge City; C. G. Vosburg, Sayre (Dodge City p. o.); J. E. Thompson, Monte-

zuma; J. R. McAdams, Minneola; Roy Miller, Kinsley.

District Meeting at Wichita.

Another of the district meetings being held under the auspices of the Kansas Grain Dealers Ass'n was held at Wichita on May 11. At that time the Board of Trade was host to 55 guests at an informal "Dutch" lunch served in "drive it yourself style" on the trading floor.

Lon H. Powell was toastmaster and called upon Messrs. Smiley, Fink, Armstrong and Baker for responses. Another pleasant feature of the gathering was the fine singing of the Board of Trade sextet.

Among those present were C. C. Smith, Conway Springs; L. D. Brandt, Douglas; M. Bartlett, Norwich; J. R. Haley, mgr., Mulvane Co-op. Union; J. T. Stout, Deer Creek Elvtr. Co., Blackwell, Okla.; A. J. Moore, Caldwell; W. T. Boils, mgr., Hunter Mfg. Co., Wellington; Roy Dewey, prop., Cheney; Nick Siewert, mgr., Farmers Elvtr., Colwich; Mrs. Battie, mgr., Farmers Elvtr., Valley Center; J. T. Braley, Kingman; Orville White, Cheney; W. S. Gibbon, mgr., Peck Grain & Supply Co., Peck.

Kansas Shippers Meet at Downs.

Thirty-seven grain dealers banqueted at Downs, Kan., on May 21. J. M. Decker, Jr., Concordia, told of his interesting experiences on the university ship which recently circum-navigated Kansas. His trip was entertainingly contrasted with that taken by Jack Baker, traffic commissioner, back in the '80's.

Legislative matters, claim problems, storage and living-operating margins were discussed. Messrs. Voss and McMillan of Downs extended the addresses of welcome and hospitality.

Among those present were J. H. Voss, Downs; Joe Jackson, Beloit; H. A. Birmingham, Kansas City; Roy McMillan, Downs; C. M. Isom, Lebanon; M. O. Kesling, F. E. Fouts, Scott Dillon and Chas. L. Lochard, Osborne; Ralph Reich, Cawker City; C. A. Kalbfleisch and G. W. Caldwell, Harlan; J. R. Ritz, Cornith; Henry Hake, Ed. Hagman and R. H. Grater, Tipton; C. W. Thierolf, Beloit; W. R. Dockstader, Glen Elder; David Nelson, Bloomington.

Shippers Meet at Colby.

Colby, Kan.—33 country shippers at a local meeting of the Kansas Grain Dealers Ass'n on May 18 enjoyed a five course chicken dinner. Pleasant reminiscences and constructive activities of grain dealers were discussed. Entertainment was furnished by C. C. Eddy, local mgr. of Goffe & Carkener, Inc., and V. S. Harris of Harris & Haynes. Cigars were included.

Among those present were C. G. Eddy, Colby; G. E. Fike, Goodland; Fred and Chris Mosher, Rexford; J. W. Golden, St. Francis; Dick Golden, Earl H. Ground, J. W. Sumner,

[Continued on page 609.]



Photo by W. C. Fuller.

Kansas Grain Dealers Dine at Salina Country Club.

The Illinois Legislative Com'te Bill.

On behalf of the Legislative Grain Investigating Com'te Rep. Frank McCarthy introduced the following bill to amend Sec. 3 of the Illinois Warehouse Law of 1871, and to add sections 6a, 6b, 6c and 6d, as follows:

Section 3. The proprietor, lessee or manager of any public warehouse of Class A shall be required, before transacting any business in such warehouse, to procure from the Illinois Commerce Commission a license permitting such proprietor, lessee or manager to transact business as a public warehouseman under the laws of this state, which license shall be issued by said Commission upon a written application therefor, which shall set forth the location and name of such warehouse, and the individual name of each person interested as owner or principal in the management of the same; or, if the warehouse be owned or managed by a corporation, the names of the president, secretary and treasurer of such corporation shall be stated. In addition, the application shall state such facts as the Illinois Commerce Commission may require to enable the commission to determine whether such warehouseman proposes to operate in accordance with this Act and the other warehouse laws of this state. The said license shall give authority to carry on and conduct the business of a public warehouse of class A, in accordance with the laws of this state, and shall be revocable by the said Commission, after full hearing, upon satisfactory proof of any violation of law by such licensee, such proof to be taken in such manner as may be directed by and under rules to be established by said Commission, but the action of such Commission in granting or refusing licenses and in revoking licenses may be reviewed by the Circuit Court of the county where such elevator or warehouse is located.

FLEXIBLE WAREHOUSING SPACE.

The Commission is also authorized to grant warehouse licenses to corporations which propose to operate class A public grain warehouses on a flexible unit plan whereby empty bins in private elevators may be leased by such warehouse corporations and operated as public warehouses. Any and every application by such warehouse corporation for a warehouse license, and every license issued by the Illinois Commerce Commission to such corporation, shall describe the elevator or elevators wherein bins may be leased from time to time by such warehouse corporation, and such license shall authorize such warehouse corporation from time to time to lease and operate for public use, one or any number of bins in such elevator or elevators.

Sec. 6a. Every warehouse corporation operating on a flexible unit plan shall be required to file with the Commission at the beginning of each week a report showing what particular bins were operated for public use during the previous week. All transfers of grain to such public bins, including direct transfers from private to public bins, shall be made under the joint supervision of the employees of such warehouse corporation and the Department of Trade and Commerce. All such grain shall be inspected by a state grain inspector while in process of such transfer, and the warehouse receipt issued for such grain shall show the grade established by such inspection.

BOARD OF TRADE EMPOWERED TO OPERATE WAREHOUSE CORPORATION.

The capital stock of any such warehouse corporation may be owned by any other corporation whether organized for pecuniary profit or not for pecuniary profit, and whether organized under a general law of this state, provided such ownership is authorized by the board of directors of the corporation owning such stock; or such stock in such warehouse corporation may be held in trust for any other corporation or the stockholders or members thereof.

HEDGING SALES MADE VALID WITHOUT DELIVERY.

Sec. 6b. Any contract for the purchase or sale of grain which is made on and subject to the rules of any grain exchange designated as a contract market by the United States Secretary of Agriculture under the Act of Congress known as the Grain Futures Act, which contract conforms to the provisions of such Grain Futures Act, shall be deemed a valid and lawful contract under the laws of this state; and, likewise, any order given and accepted, or any contract made which contemplates the purchase or sale of grain on any such grain exchange, where such purchase or sale is actually executed on such exchange conformably to the provisions of said Grain Futures Act, shall be deemed a lawful and valid contract under the laws of this state.

Sec. 6c. No rule or regulation of any board of trade or grain exchange which relates to the warehousing of grain in any public grain warehouse, or which relates to the custody of grain in any private warehouse, or the use or negotiation of custodian's receipts for such grain, shall be or become operative until such rule or regulation is approved by the Illinois Commerce Commission, and the Illinois Commerce Commission may adopt and promulgate reasonable rules and regulations consistent with the provisions of this Act for the purpose of making this Act effective.

PUBLIC WAREHOUSEMEN FORBIDDEN TO HAVE INTEREST IN GRAIN.

Sec. 6d. No person who operates a Class A public grain warehouse in this state shall store in such warehouse any grain in which he has any direct or indirect interest. This section shall be deemed to prohibit such storage of grain owned by a substantial stockholder of the warehouseman, or grain owned by a corporation a substantial part of the capital stock of which is owned by the warehouseman, or grain owned by a corporation having substantially the same stockholders as the warehouseman, or grain sold to go to store, where the warehouseman, or a substantial stockholder of the warehouseman, or a corporation having substantially the same stockholders as the warehouseman, or a corporation affiliated with the warehouseman, agrees to repurchase the same or similar grain; and shall also be deemed to prohibit any other device or subterfuge whereby the warehouseman shall have or acquire any interest direct or indirect in the grain stored in any such warehouse operated by him. Any person who violates or participates in the violation of the provisions of this section shall be deemed guilty of a misdemeanor and shall be fined not exceeding five thousand dollars (\$5,000), or be imprisoned for not exceeding six months for each offense.

Sec. 2. The title of said Act is amended to read as follows: "An Act to regulate public warehouses, and the warehousing, inspection, purchase, sale and contracts for purchase and sale of grain, and to give effect to article thirteen of the Constitution of this State."

The flexible unit plan is that advocated last year by John R. Mauff. The com'te approves this plan with the following comment:

It frequently happens that the public space in Chicago is inadequate to store the grain consigned to the Chicago market. It is therefore desirable that additional public space should be created during such periods as additional space is required. A warehouse plan has been evolved whereby it will be possible not only to procure this additional space for periods of need, but whereby, at the same time, the public warehousing of grain will be divorced from those who are privately engaged in the grain business. The plan contemplates the creation of a warehouse corporation to be owned and oper-

ated by the Chicago Board of Trade for the equal service and benefit of all persons who may desire to place grain in public store. The new warehouse corporation would operate on a flexible plan, which would enable the warehouse corporation to place at the disposal of the public such public space as might be needed from time to time. The owners of grain elevators with an approximate capacity of 30,000,000 bushels have agreed to operate under the plan. These owners would agree with the new warehouse corporation that all space in their several elevators would be available on demand for public storage. Whenever the new warehouse corporation would have a demand for public space, it would immediately notify the owner of one of these elevators, and would lease from such owner such bins in such elevator as might be needed to fill the demand. The new company, by its own employees, would then take possession of such bin or bins, and would operate the same as a public warehouse. When the grain occupying a particular bin would subsequently be removed from store, the lease on that particular bin would be cancelled and the bin would be returned to the owner of the elevator to be used for private purposes. This plan accomplishes two constructive purposes: First, it places the control and operation of all public warehouse space in the hands of a disinterested corporation controlled by the Board of Trade of the City of Chicago. This automatically cures the evils which were made the basis of complaint in the Supreme Court and the Appellate Court cases hereinbefore referred to. Secondly, the plan approximately doubles the space available for public grain storage in Chicago and at the same time the plan is sufficiently flexible so that there is no greater amount of public space at any particular time than is required by the public demand.

The purpose of the provision in 6a is to enable the Chicago Board of Trade to own and operate the new warehouse corporation. Inasmuch as the Chicago Board of Trade is organized under a special charter granted by the legislature in 1859, it is not possible to confer additional powers upon the Board of Trade except by general law applicable to all corporations. (See Constitution of 1870, Art. II, Sec. 1; Braceville Co. v. People, 147, Ill. 66, 76.) This accounts for the general character of the language of the act.

Sec. 6b was inserted to cure a real evil in the laws of Illinois making hedging contracts unlawful because delivery was not made. The com'te says:

The Chicago Board of Trade maintains a clearing house for the clearance of Board of Trade contracts. The validity of this clearing house and its operations was upheld by the Supreme Court of the United States in Board of Trade v. Christie, 198 U. S. 236. In the Olsen case it was said that approximately ninety-three per cent of all future delivery contracts on the Chicago Board of Trade were settled through the clearing house. (262 U. S. 11.) Not merely speculative contracts, but practically all hedging contracts are thus settled by clearance. This fact was brought out by the Federal Trade Commission in its extensive investigation of the grain trade. (Report of Federal Trade Commission on the Grain Trade, Vol. 5, p. 183.) Notwithstanding this, the courts in Illinois in some cases have held that the Illinois Anti-Gambling Statute must be applied to all contracts unless actual delivery of grain is intended. Such an interpretation is obviously inimical to legitimate business.

Section 6b of the present act seeks to cure this evil by providing that a Board of Trade contract, which is legitimate under the Act of Congress, shall be deemed legitimate under the laws of Illinois.

The bill has had favorable consideration and is expected to pass.



More of the Kansas Grain Dealers at Salina Country Club.

Texas Dealers Commend President for Veto of McNary-Haugen

Conditions favored an unusually large gathering of dealers at the 30th annual convention of the Texas Grain Dealers' Ass'n held in Dallas, May 23 and 24. All sessions were held in the roof garden of the Baker Hotel.

PRES. R. L. COLE, Krum, opened the first session with invocation by the Rt. Rev. Joseph P. Lynch, Bishop of Catholic Church, Dallas. Community singing was led by Henri La Bonte, Musical Director, Dallas.

Mrs. Maizie S. Cooley, Fort Worth, and Henri La Bonte, delighted the delegates with vocal solos.

Dave Davidson of Norris Grain Co., Kansas City, thrilled the dealers with several humorous sketches to the accompaniment of his banjo.

J. J. COLLINS, representing the Mayor, welcomed the delegates to the City of Dallas and urged each and every one to enjoy his stay to the limit.

JOE E. LAWTHOR, representing the business and banking interests of the city, followed with an additional welcome. He remarked that he was mighty glad to see so many of his old friends of the trade and to welcome them to his home city.

VICK E. DAVISON, 1st vice-pres., Galveston, made the response. He said:

Response to Welcome.

It is my particular pleasure and privilege to express the thanks and appreciation of the members and officers of the Texas Grain Dealers Ass'n for the cordial words and kind expressions of our hosts—the people of Dallas.

Right here I want to say that there are no people on earth who respond more easily or more completely to fair words and friendly smiles than this tribe of grain dealers. Try it on us any time, from our honored patriarch, Mr. Keel of Gainesville, to the youngest and newest member of our organization, and note the result. And tribe we are, of the tribe of Joseph, the grain dealer of ancient time, who solved the problem of the surplus of bountiful years by storing this grain against the time of need in the lean years that were sure to come. As you know, things do not just happen, and these men are grain dealers not by any selection on their part, but in answer to that same law that causes a stalk of corn to come forth when a grain has been planted in the soil. You might take a look at them, lots of them grown gray in the service. Busted and broke though they may sometimes be they are "bound on the wheel" and simply cannot quit.

Most of us have been eye witnesses to your growth and all thrill to the glory of your work. You will please note that the Texas Grain Dealers Ass'n has a goodly number of members located in Dallas who have worked shoulder to shoulder with you in your upward struggle, and we point with pride to these men as representative members of our organization. We again thank you for your courteous welcome and will be glad to avail ourselves of your hospitality. And for my part I offer you the prayer of the Arab:

"I pray the prayer that the easterners do,
May the peace of Allah abide with you
Wherever you stay, wherever you go
May the wondrous palms of the Allah grow
Through days of labor and nights of rest,
May the love of Allah make you blest,
And I touch my heart as the easterners do,
May the peace of Allah abide with you."

PRES. COLE, in his annual address, remarked that he would make his talk short and snappy as designated in Sec'y Dorsey's program. He said:

Pres. Address.

The objects of this ass'n are being attained. The members are growing more friendly. There is less need for arbitration and the arbitration com'te has effectively done its work to the best interests of all. The grain business is being conducted more honorably than ever before. The business of gathering and disseminating information by the sec'y has helped the members a great deal.

The sec'y should be given greater cooperation along all lines. A faithful few have been his main support.

It should be a great help to grain men to come to these meetings to greet their friends and the men with whom they do business.

Probably the greatest thing to come before the ass'n during the past year has been the rate cases. Your sec'y has kept you closely in touch with the situation. The southwestern rate case is the biggest, and this is being effectively handled right here in Dallas. Grain men have contributed royally to the interests working on this case. It has been to their interest to do so. It takes money to fight rate cases.

No one knows what the outcome will be. We certainly do not want to lose any of the present privileges nor pay higher rates. We hope for the best.

National legislation has concerned itself during the past year with farm relief. If such bills were labeled a "tax on the farmer" there would be no danger of them passing. We have Pres. Coolidge to thank for vetoing the McNary-Haugen bill. We should have publicity before the general public to show our side of farm relief bills to prevent passage of future monstrosities.

SECY H. B. DORSEY presented his annual sec'y-treas. report.

Annual Report of Treasurer H. E. Dorsey.

Fort Worth, Tex., May 17, 1927.

To the Officers and Members of the Texas Grain Dealers Association.

Complying with the Constitution of our Ass'n, I submit herewith my annual report as Secretary and Treasurer for the fiscal year beginning June 1, 1926:

Membership last annual report	252
Members admitted during year	22

Making a total of	274
Resigned, deceased, out of business and other causes	36

Leaving present membership.....	238
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FINANCIAL STATEMENT.

RECEIPTS.

On hand last report (cash, bonds, etc.)	\$2,743.73
Membership fees	260.00
Dues	5,929.73
Deposit fees, arbitration cases..	175.00
Exchange	2.75
Ads in Booklets	190.00
Interest account (bonds and saving account)	156.66
Secretary of State, refund on tax	2.50
Hill & Webb, refund on telegrams	4.54
Rate Fund	815.00
	<hr/> 10,279.91

DISBURSEMENTS.

Expense, which includes \$100 for prize contests, Sec'y's traveling expenses, etc.	\$ 351.80
Secretary's salary	4,000.00
Arbitration deposit fees returned	52.50
Office rent and storage on old files	564.00
Postage account	212.96
Rate Fund	885.83
Telegraph and telephone	143.38
Printing and stationery	171.72
Refund on dues (members paid twice)	75.15
Membership fee refunded (party rejected)	10.00
	<hr/> 6,467.34

Leaving a balance on hand of.....	\$3,812.57
The following accounts have credits, as follows:	

Wheat loss claims	\$2,081.71
Arbitration deposit fees	35.00
Rate Fund	129.17
	<hr/> 2,245.88

Leaving net amount in the Ass'n's general fund of	\$1,566.69
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Since the policy or plan for this annual meeting is brevity in order that the members may have all the necessary time to visit and have a good time and inasmuch as I have tried to keep you advised through my circulars, this ends my report.

The following report of the Arbitration Com'te was read by Sec'y Dorsey:

I desire to submit a report for the Arbitration Committee for the past fiscal year. All cases on the docket prior to the last annual meeting were closed and the com'te started with no cases undisposed of.

There were filed during the year eight cases involving \$2,791.30. Two of these cases involving \$111.06 were compromised and settled outside of arbitration. One case involving \$107.90, a non-member against whom the case was filed refused to arbitrate. The other five cases were

passed on by the Arbitration Com'te and awards rendered.

One of these cases involving \$70.24 has been appealed. Another case involving \$2,208, decided against the defendant, on the defendant's application for a rehearing, same has been granted and is now pending.

PRES. COLE appointed the following com'tes:

RESOLUTIONS: Ben E. Clement, Waco, chairman; Tom F. Connally, Clarendon; J. Z. Keel, Gainesville.

TRADE RULES: F. L. Hughston, Crowell, chairman; J. V. Neuhaus, Houston; J. S. Criswell, Graham.

CONSTITUTION: Jno. Bishop, Houston, chairman; A. V. Nelson, Claude; A. E. Childress, Temple.

Adjourned to 2 p. m.

Monday Afternoon Session.

The second session was called to order at 2:30 p. m.

J. Z. KEEL, Gainesville, the oldest grain man in Texas, remarked in regard to telephone charges:

Telephone Charges.

We have two telephone companies in our town. Considerable time is wasted in conversation by the operator for which the grain man must pay.

When the Bell system took over the other system in our town they promised that the charges would not be increased. But they have been increased three times since. On top of that we have poor service. I believe we should make a complaint about it.

EDWIN DOGGETT, Dallas: The telephone company is more methodical than they were ten years ago. They check you for every second you talk. If you will refuse to talk over a poor line and scrap it out right then I believe some of the difficulty can be eliminated. I believe the telephone charges are too high and that the telephone company should be placed under state supervision. As it is they publish their tariffs as and when they please. The Southwestern Bell Telephone Co. should be placed under control of the State Railway Commission.

Long distance rates are much too high and we either need to raise our profits or stop such extortionate charges.

R. C. ANDREWS, district manager American Railway Ass'n's Car Service Division, gave an address on car service which is published elsewhere in this number.

CONGRESSMAN TOM CONNALLY, Martin, made a few comments on agriculture and the grain business:

Farm Legislation.

In order to stimulate production during the war prices were raised. As a consequence industry was greatly speeded up. When the war ended a period of readjustment set in. We have not yet reached the end of that period. The farm relief program has come accordingly.

It is politically believed that the farmer is unprotected and needs help. The farmer must sell his surplus on a foreign market, but he must buy on a protected market.

The three McNary-Haugen bills that have been introduced in three years would sell the surplus abroad thru a national board and recoup the losses thru what is sold on the domestic market by a fee. It was also proposed to extend this to corn, rice and cotton. It could not work on cotton. We export 60% of what we raise.

I do not believe that the bill would have been successfully operated even on wheat. We cannot compel Europe to buy more wheat or cotton than she wants.

The basic error of the McNary-Haugen bill was the idea that it could artificially control the national channels of trade.

I am deeply sensible to the deplorable condition of agriculture. Any aid that could be given agriculture on a sound basis would win my enthusiastic support.

Following the war tariffs were made to protect agricultural products. But it did no good. United States is an exporter. Thus the foreign market fixes the domestic price.

There is a joker on the tariff bill on wheat. When Canadian wheat is milled in the United States and shipped abroad as flour 99 cents out

of every dollar duty paid is returned to the miller.

The original tariff on agricultural products was a political play to get the support of the Northwest.

The central idea in the McNary-Haugen bill was the equalization fee. It would levy a fee on every bushel of wheat to make up a fund designed to pay losses on exported grain and expenses.

Even the most conservative agreed it would cost 13 cents a bushel on all the grain raised.

In the case of cotton they planned to limit the fee to \$25 a bale, but this was voted down in favor of giving full control to the board.

The Attorney-General stated that such a bill would give the government bureaucratic control over the farmers.

Those who drafted the bill forgot that the world would not buy more than it needed and that prices must consequently go down whenever a surplus beyond its needs is raised.

The effect of artificially raised prices is increased production. Thereby the bill would have raised two surpluses where it now has one.

Another vital weakness was an attempt to destroy the middleman, without organizing a good substitute. If you destroy the middleman who is going to perform the services he does now? When you take the personal interest out of those services you increase the costs.

The government can help in the way of finance thru farm loans. These have already helped by causing loan companies to reduce interest rates. The government could help a lot more by amending Article 15 of the Transportation Act permitting the Interstate Commerce Commission to fix a reasonable rate. According to all the elements involved, the railroads should not be insured against loss.

The government could further help the farmer by providing an export corporation to operate in times of stress. This would work under the debenture plan so foreign goods of equal value could be imported duty free. These debenture certificates would be negotiable by a discount system.

That would stimulate prices in both domestic and foreign markets.

Most of our trouble has come from seasonal surpluses. We need to hold and store, but that will do no good unless we cut down production so there will be a market for what is raised and stored.

C. W. Griffin, Federal Grain Supervisor, discussed Federal supervision. His address will appear in a later number.

J. N. BEASLEY, Amarillo, led the discussion of the proposed Federal inspection. He said:

Federal Inspection.

I am opposed to Federal inspection because it would saddle on the grain trade an army of federal employees who would do no better work than is done thru the present systems. The present methods are checked and rechecked to give accurate results and state inspections are entirely satisfactory.

A motion was made and passed unanimously that the Texas Grain Dealers' Ass'n is firmly opposed to the proposed Federal Grain Inspection.

A. R. HACKER, Enid, pres. Oklahoma Grain Dealers' Ass'n, in favor of district meetings, said:

District Meetings.

Anything which will bring dealers in closer personal contact will benefit them. Our district meetings have had a beneficial effect along those lines and have increased our membership and kept our sec'y in closer touch with the trade and its problems.

Last week and for the next two weeks our sec'y, C. F. Prouty, has been holding district meetings organizing local bodies to hold weekly meetings and keep conditions right while the movement is on.

Such things as the scoop shoveler, the problems of handling combined wheat, shrinkage, weighing, contracting ahead, and credits are discussed. Information is tabulated and referred back to the Sec'y.

The Sec'y keeps a record of such information. When data is needed in regard to the activities of local grain dealers, he can readily find it. Thus many small disputes are quickly cleared and the trade kept as trouble free as possible.

Adjourned for banquet.

Banquet.

At 6:30 p. m. Monday evening, delegates assembled at the Baker Hotel and were taken

for an auto ride to the Dallas' Country Club. At their destination they were served with a delightful, multiple-coursed dinner. A splendid program of entertainment followed. Between numbers and after the regular performance, those who could find partners danced.

As a part of the program several of the well-known grain men came in for a lot of wholesome kidding by three girls in a telephone stunt.

It was at this time that those who didn't already know, learned Tom West is scheduled for matrimony. He was given plenty of sympathy.

Tuesday Morning Session.

The third session was called to order at 10 a. m.

L. C. McMURTRY, Pampa, led a discussion on the importance of the middleman, claiming him to be a necessary evil, serving a real need.

The competitive method of handling grain is the most efficient and practical, as witness the failure of pools to pay equal prices with independent grain dealers.

Farmers in my district have made money. Farm relief proposals to date are political class legislation and fallacies to which I am unalterably opposed.

YOUNG DAVITTE, Ft. Worth, defined the middleman as everyone between producer and consumer. Less profit is taken on a car of wheat than on one Ford automobile. Country grain dealers are in best position to combat pool ideas with facts and figures.

Discussion concerning the Ass'n showed it of undoubted value, deserving loyal support. Opinions were divided on means to increase attendance at late sessions.

JAMES HUNT, Wichita Falls: Three reputable farmers advise me that Johnson grass can be killed by planting Sudan on infested fields. Hybridization results, destroying by breeding, the long roots of the Johnson grass.

The com'te on constitution offered a resolution permitting Sec'y Dorsey to act as a grain broker, which was adopted.

A proposed amendment to Rule 27 of the Trade Rules was voted down.

Resolutions were adopted applauding Congressman Connally's courageous stand on farm relief measures, favoring an appropriation by the Texas Legislature to enable division of

weights and measures to purchase equipment for testing wagon scales, opposing the placing of all grain inspection under the Dept. of Agri. at Washington, commending Congressmen who voted against the McNary-Haugen Bill, and the President's veto of that measure.

A com'te on cane seed composed of one country shipper, one terminal dealer and one seed man to formulate standards was ordered appointed.

Officers elected for the ensuing year are Vick H. Davison, Galveston, pres.; W. H. Killingsworth, San Antonio, 1st vice-pres.; L. C. McMURTRY, Pampa, 2d vice pres.; H. B. Dorsey, Ft. Worth, sec'y; directors, Julius Jockusch, Galveston; Gus E. Cranz, Ft. Worth, and A. C. Nelson, Claude.

Adjourned *sine die*.

Convention Notes.

A. R. Hacker came from Enid, Okla.

F. G. Olson came from Oklahoma City.

J. W. Greer was there from Minneapolis.

Harry Dannoy was present from New Orleans.

Harry Kearns and J. N. Beasley came from Amarillo.

W. W. Early, H. L. Stover, Ben E. Clement, Jno. Clement and A. E. Ruhman came up from Waco.

Tom West distributed nearly \$100 because a number of numbers on badges he gave out matched.

The Dallas Entertainment Com'te, J. C. Crouch, chairman, fully earned the warm praise and thanks all the guests eagerly gave.

Among grain inspectors and Federal Supervisors present were W. J. Peterson, Houston; E. L. Morris, Kansas City; J. L. Mitchell, Waco; J. T. Shanley, San Antonio; C. W. Griffin and Virgil L. Nigh, Fort Worth.

Many wives and sweethearts were brought along to the convention. At 3:30 p. m. Monday they enjoyed a Style Show in the French Salon of Neiman-Marcus. At 10 a. m. Tuesday they were taken for an auto ride over the city, followed by a luncheon at the Athletic Club and a bridge party in the afternoon. Mrs. Perry Burrus and Mrs. Fred Honea acted as hostesses. Golf friends were given plenty of opportunity to enjoy the game. The golf links were open to all who wanted to play.

Supervision of Grain Inspection

Address by Wm. H. McDonald, U. S. Grain Supervisor for Chicago District, before Illinois Grain Dealers Ass'n

United States standards for grain have been in active use for about ten years.

The licensed inspectors are not employees of the federal government, but are employed by the state and grain exchange inspection departments, or by individuals operating private inspection service. Some few of the grain trade believe we have federal inspection. This is not true, but we do have federal supervision of grain inspection.

Organization of Supervision.—In the U. S. Department of Agriculture at Washington is the Grain Division Office, with H. J. Besley in charge. General field headquarters are located at Chicago, Ill., with R. T. Miles in charge.

District offices have been established in the principal grain marketing centers. At general field headquarters the board of review and the efficiency department are located—two very important branches of supervision. The personnel of the board of review is comprised of four practical grain men, who give all their time to the reviewing of samples submitted from the district offices and to the entertaining of board of appeals. The fact that they are located in Chicago enables them to render service with the least possible delay. From the samples submitted general field headquarters has a daily check as to the grading of the grain at various markets and if the market is out of line with the department's interpretation, the inspection efficiency project of general field headquarters immediately conveys to the district office the findings of the board of review.

The efficiency project has to do with the compiling of the records of inspection and supervision for the entire country. The information compiled makes it possible to visualize how grain is grading in all markets at all times

and to follow the movement of grain between the terminal markets.

Sampling.—The Department of Agriculture has adopted the 60-inch brass compartment grain trier, using a canvas of the size that will permit each trier full, to be placed on the canvas for examination. By comparison of these samples the sampler is able to determine if the quality is the same thruout the car. In many markets the licensed inspectors have little or no control over the samplers. They are obliged to accept as representative the sample furnished them by samplers employed for this purpose. This factor, probably more than any other, causes differences in grade between the licensed inspector and the department findings.

Unevenly loaded cars are found in large number. It is a difficult problem to determine the true grade in such cases. The shippers can assist in the inspection of grain by uniform loading. This can be accomplished by proper mixing before loading. This, of course, is added labor for the shipper, but we are convinced beyond a reasonable doubt that he will be well paid for this labor. We wish further to suggest that your cars be trimmed after loading by leveling off the surface of the grain and leaving sufficient space between grain and roof to permit the samplers to enter the car and draw samples from the ends. The results of even loading are best manifested by the uniformity in grading we find on the evenly loaded grain shipped from terminal markets, where the grain has been properly mixed before loading. The intermarket information shows a uniformity in grading beyond that believed possible prior to the establishing of federal standards. We believe that you should sample each car after loading, make an honest effort to deter-

mine the grade. If you are in doubt as to the grading factor, mail a sample to the nearest supervision office and we will assist you in getting a line on the grading factors. After you have graded a few samples you will find that it is a simple task.

An unevenly loaded car appealed to the department just a few weeks ago illustrates the necessity for even loading to avoid dissatisfaction with the grading and loss to the shipper in the price of the grain. In this particular car we found in one end about 100 to 125 bushels of low quality wheat containing a high percentage of heat damage. We assigned a grade of sample grade. We made inquiries of the receiver as to the price he was able to get for this particular car of grain. He informed us that the best price he could get was 23c discount per bushel. This lot of grain would have graded No. 2 had he not placed this small lot of low quality grain in the car and I am quite sure that this shipper was of the opinion that he had received an incorrect grade. Naturally he would feel this way, due to the fact that he suffered a loss of around \$300 on this one car of grain. There is no way that the inspection service can assist shippers that load grain after this manner.

Damaged Corn of the 1925 Crop.—The 1925 crop of corn was of a quality that caused much dissatisfaction to the grain trade. The problem of inspection and marketing the crop can be more fully visualized if we fix in our mind the high moisture content that was present. We find that from certain sections of the country every third car of the 1925 crop was water. From other sections every fourth to fifth car was water. The high moisture content was of course the cause of heavy damage. During the last six months of marketing of the 1925 crop, "total damaged" was the grading factor. The character of damage was such that it was necessary to examine the corn with care. A mould designated as "Blue Eye" which attacked the germ of the kernel first was present and in order to determine the percentage of damage, every kernel of the portion used to determine the grade had to be examined, which required time and patience. The general appearance of the grain was deceiving and led the grain trade to believe that the department had changed the interpretation of "damaged." However this may appear, it was not the case. The department from the inception of the standards have interpreted "damaged" to be of a distinct type, thus making it possible to apply the standards with a high degree of uniformity. You do not have to be an expert to determine what is "damaged corn." All you have to have is common sense to differentiate between sound and damaged corn.

Description of "Damage" by Board of Review.—The Board of Review, acting under the U. S. Grain Standards Act, has issued the following as a definition of "damaged" and also a method of determining this factor:

"Any damage to the kernel which is discernible to the eye and readily recognized as such by a practical grain man."

This may be in the form of so-called "blue eye" whether the blue spot be very small or cover the entire germ surface of the kernel; "cob rot," "mould" damage, either pink, white, blue or black mould, which extends through the bran coat of the kernel; germ damage, when the germ is discolored brown or black either from rancidity or other causes; frost damage, which also discolors the germ brown, black or green, altho not present in corn this year; heat damage, which needs no description; or any other form of disease or damage which is readily recognized as such, including badly silk cut kernels.

Any practical country elevator manager can determine the percentage of damaged corn in his shipments provided he adhere to the following suggestions:

1. Be sure that the sample is representative of the car lot.
2. Make his damage separation in accordance with the above definition of damaged.
3. Make the separation on not less than 250 grams of the sample free from foreign material and cracked corn.
4. Examine each kernel for damage on both sides.
5. Then weigh the damaged kernels picked out and determine per cent of damage by weight.

A short time ago a young lady visited our office who was employed to grade grain by a grain firm operating a line of country elevators. She was able to analyze and grade corn with a high degree of accuracy. I made inquiries of her as to what part of the grading she found difficult. She replied that if the men of the different elevators would send her a representative sample the greater part of her differences would be eliminated. We use a representative portion of each sample to analyze for damaged, ranging from 200 to 250 grams. If you have not been grading your grain in and out of your elevators then you have been seriously handicapped.

Equipment.—In our opinion every elevator should have the following equipment: Grain trier, moisture tester, quart weight per bushel tester, wooden stroker, sample divider, Emer-

son wild oat kicker, sieves of the following dimensions: 12/64 corn sieve, 8/64 buckwheat, 1/12 fine seed sieve, fine chess sieve 64x38, one bottom pan—a balance having a capacity of 1,000 grams sensitive to 1/10 gram with set of weights one gram to 1,000.

The method used in determining the grading factors, such as "damaged," "foreign material," etc., expressed in per cent, are as follows: Using the sample divider and cutting out a portion from the sample, taking the weight in to grams, removing the damaged grain or foreign material present, using the total weight for your divisor—the dividend is the amount removed and the quotient is the per cent present.

The oats standards appear to be working out quite satisfactorily. The greater part of the oats are graded on general appearance, the present crop being an exception in this respect. Due to the unfavorable weather, moisture has been a factor, which has brought about deterioration and at the present time, heat damaged and odor is a factor entering into the grading to quite some extent and we are for the first time having the factor of weathered oats to contend with. I suggest in grading the oats, that every sample be examined for odor, since the standards do not permit oats that have a musty odor to grade No. 3 or higher.

Moisture.—The method of determining moisture is generally well understood by all grain dealers. The operation is simple, but in order that accurate results be obtained, you should follow the instructions as set forth by the Department in detail. The prescribed amount of soil and grain should be used. A few kernels of high moisture grain in excess of the amount specified, will give inaccurate results. The heat should be so adjusted that the temperature specified will be reached within the prescribed time which is twenty minutes. The thermometer bulb should be 4/5 immersed in the oil after the grain has been placed in the flasks. Keep a good circulation of cold water thru the condensing tank. Do not read the percentage of moisture until the temperature has fallen to 106 degrees. Samples for moisture tests should be placed in air tight containers as soon as they have been drawn and the test made at the first opportunity.

Some Essential Points for Consideration in Testing Corn for Moisture.—Use exactly 100 grams of grain. A few kernels too few or too many will cause an appreciable variation, especially in corn with a high moisture content.

Use exactly 150 c.c. of a good grade of mineral engine oil having a flash point of at least 205 degrees centigrade and of medium viscosity. An incorrect amount of oil will affect the heating time of the test.

Shut off heat immediately when the thermometer registers 190 degrees centigrade. Longer application of heat can cause nothing but trouble.

Do not read the percentage of moisture in the graduated cylinder until the temperature has dropped to 160 degrees centigrade.

If the moisture content of the sample is so high that there is a tendency for oil to boil over, the heat should be decreased until a considerable portion of the water is distilled over.

Keep a good circulation of cold water through the condenser tank.

Appeals.—There is an increasing demand for appeal services, there being 42,461 entertained during the year ending June 30, 1926. Chicago alone has had over 10,000 since July 1, 1926. The appeal grades being final has eliminated disputes and discounts that were numerous in the past.

The Chicago Board of Trade has agreed that Federal Appeal shall be final on all grain delivered on "future contracts" in Chicago, which has a decided influence in stabilizing prices during the period that deliveries are made. Those holding warehouse receipts can accept delivery of grain with the assurance of receiving the grade stipulated on the warehouse receipt. The Department realizes the need of more intensive supervision, but is confronted with a limited appropriation. That the Department has been able to render so large an amount of appeal and supervision service to the grain trade has not been due to numbers but to loyalty on the part of those employed, all having worked additional hours, including Sundays and holidays, without additional compensation.

Plugged Cars.—We find a few shippers loading grain after a manner that indicates a deliberate attempt is being made to conceal grain of inferior quality. Grain loaded after this manner is graded on the basis of the poorest quality found in the car. Oftentimes, a small portion of inferior grain will contaminate the entire carload during the process of unloading. The Department in the cases of all cars coming to its attention that have been loaded after a manner as described, is sending to the shippers the following letter. This is done with a view to discouraging this practice:

"Dear Sir:

"This office is informed that during the early part of January your firm shipped from — to —, a quantity of oats contained in Car —, which upon arrival at destination was graded

by an inspector licensed under the United States grain standards act, who assigned thereto the grade No. 3 white oats. The car moved to an elevator, and when partially unloaded was found to contain heat damaged and decidedly musty wheat on the bottom. The car was loaded to capacity, making it impossible for the samplers to draw samples from the ends of the car, where the inferior grain was located. The Chicago office of Federal Grain Supervision graded the car sample grade white oats, musty, heat damaged 15.0%.

"The sampling and grading instruction of this Department provide that the grade of a lot of grain shall be based upon the poorest quality of the lot or parcel in case it shall appear that the grain has been so loaded or handled as intentionally to conceal grain that is in any manner distinctly inferior to the remainder of the lot or parcel. Moreover, section five of the grain standards Act provide in part:

"Whenever, after opportunity for hearing is given to the owner or shipper of the grain involved, and to the inspector thereof if the same has been inspected, it is determined by the secretary that any quantity of grain has been incorrectly certified to conform to a specified grade, or has been sold, offered for sale, or consigned for sale under any name, description, or designation which is false or misleading, he may publish his findings."

"Since it appears from the information which we have that the uneven loading, or plugging, of the car above mentioned was responsible for its misgrading under the Act, you are given this opportunity to submit a full explanation of the circumstances surrounding the loading of the car at your elevator."

Shippers, in plugging cars, are placing the receivers in bad repute with the buyer, thereby limiting the market for his goods and the receiver is often placed in a very embarrassing position, attempting to explain the sale of what appeared to have been choice grain until arrival at the elevator and then found to be of a quality that the buyer cannot use.

Grading at Chicago.—The receipts of wheat in Chicago, from July to December, 1926, have been compiled and show that 6,187 cars of wheat for the month of July graded as follows: 64.1% received a grade of No. 1; 31.9%, grading No. 2, and a total of 96% receiving the contract grade of No. 2 or higher. During the month of August, we found a large per cent of the wheat grading down on account of moisture, there being 56.2%, grading No. 2 or higher. The balance, or 43.8%, were of a grade that sold at a discount under the price for No. 2. The great loss to the producer on account of unfavorable weather and their failure to preserve the crop after harvest, can be more fully visualized by expressing the amount in bushels of low quality wheat received in the Chicago market. Let us first take the month of August. We have 4,153 cars figuring on the basis of 1,350 bushels per car, we found 5,656,500 bushels falling into grades that were discounted under the contract price. For the entire six months, we have 9,027,450 bushels falling below the contract grade. I attempted to ascertain the average discount for this huge amount of grain but found that it was a bigger task than we could perform, but by inquiries from the grain trade, I found that the discount for the month of August ranged from 2c to 25c a bushel. At that time the grading factor was moisture only and the discounts were not as heavy as they are at the present time. Now, owing to the other factors, such as heat damaged and heating, the discounts range from a few cents up to 60c and 70c a bushel.

There are many arguments advanced as to how values of the grain crop may be increased, to the benefit of the producers. It has occurred to me that some relief can be brought about by preserving the crop following the harvest. We have been successful in developing varieties of grain that are more profitable than others to the producers, and that its full value be received when marketed, rests with the producers. The great loss due to the producers failing to preserve their crop warrants definite plans be made by them to stack the grain if unable to thrash as soon as the grain has been cut. The value of grain is based on quality and condition. The percentage of sound grain and the dry matter present have to be taken into consideration by the manufacturer in making his purchases and we find that high quality grain is in demand at all times in our markets and that a premium is being paid for the high quality.

In closing I wish to leave this fact with you, that the true grading of grain does not always rest with the inspector, it beginning with the producer preserving the grain and the uniform loading by the country shipper.

Defeated in the long fight for a grain rate reduction to the east Minneapolis grain men, millers and railroads are turning their attack to new channels, refusing to give up the attempt at readjustment in rates which was denied by the Interstate Commerce Commission. Plans are now being laid for a new attempt at rate adjustment.

Disappointing Crop Reports Hold Attention of Panhandle Grain Dealers

The usual good weather of the Texas Panhandle, the general condition of the Texas wheat crop, and the meeting of the Southwestern Regional Advisory Board to be held the following day at the same place, brot out the largest attendance ever enjoyed by the Panhandle Grain Dealers Ass'n, May 20 in the Municipal auditorium at Amarillo, Tex. The first session was called at 10 o'clock a. m., with Pres. C. R. Slay of Groom in the chair.

Invocation was pronounced by Dr. R. Thompson of the Central Presbyterian church of Amarillo.

ED R. MAYER, pres. of the Amarillo Board of City Development, made the Address of Welcome, remarking that he knew of no other class of merchants that were more valuable and more helpful in the efforts of the Chamber of Commerce than the grain dealers. He encouraged the delegates to have a good time and told them they had possession of the city while they were in town.

SEC'Y H. B. DORSEY of Fort Worth, in responding, said:

We are glad and proud to be with you. Amarillo folks are true Westerners. The real Westerner says, "Boys, my home is yours. Come on."

When I first came to Amarillo, one of your grain men called and wanted to show me the town. He had a car and said it wouldn't take more than 20 or 30 minutes. Amarillo used to be pointed out as a coming city. Amarillo is no longer a "coming city." It is here.

There are thousands of things we could say about your thriving city. But what is the use? We would just be taking time in telling you what is already well known. We are mighty glad to be here.

While I am on my feet let me extend a cordial invitation to each and every one of you to attend the 30th annual convention of the Texas Grain Dealers Ass'n at Dallas next Monday and Tuesday. The Dallas boys are prepared to show you a good time and make it well worth your while. At the same time there is no better investment a grain man can make than to attend his trade conventions and renew his personal acquaintances with his friends, and the fellows with whom he does business.

PRES. C. R. SLAY complained that he was not a speech-maker, that if Mr. Mayer had made his maiden address to grain dealers he was making his cradle address. Nevertheless he welcomed the dealers and visitors in no uncertain terms and made each of them glad he had come.

SEC'Y BEASLEY read the financial report of the ass'n.

L. M. BETTS of the car service division of the American Railway Ass'n, Washington, D. C., talked on the railroad situation and the work of the Shippers Regional Advisory Board. He said:

Regional Advisory Boards.

Just seven years ago the railroads were returned to private ownership. It would be interesting if we could go back over the records and note the improvements and developments that have come since. We had our problems then just as we have now and they were considered just as important. Some wanted car pools, others wanted government ownership of the railroads. Various interests advocated quite a number of plans. The final solution, of course, was the return of the railroads to private ownership to be operated as private business enterprises. Strikes, the work of rebuilding the morale of the railroad employees, the labor of bringing the equipment and properties back into good shape, followed, but it was accomplished. It is notable that when the railroads came back into private hands only 125 out of every 1,000 cars were on home lines. Now an average of 650 cars out of every 1,000 are on home lines all the time.

Many of you will remember how much trouble you used to have in obtaining box cars suitable for grain loading. The Western lines built cars for that purpose. The Eastern roads didn't have much bulk grain to load so didn't need them. But the Western cars would get on Eastern lines and when they were needed in the grain sections they were not obtainable.

When the railroads returned to private owner-

ship that was our first job, to return Western cars to home lines. After considerable difficulty and turmoil it was done.

Four years ago a meeting of railroad officials in the East put everything else aside in a decision to furnish the public with service. As a consequence they spent over a billion dollars in putting equipment into condition. Today we have the lowest percentage of bad order cars for all time and millions of dollars are spent annually to keep it low.

The most important development since 1923 is the Regional Advisory Boards. These quarterly gatherings of shippers and railroad men according to geographical territory has done more to benefit both sides than any other factor. It applies itself only to service, a subject in which there is no room for disagreement, and gives the railroads opportunity to learn what the shippers want and prepare for expected movements. Such movements are expedited thereby and the railroad equipment is used more efficiently.

The idea started in the Northwest, where the lack of cars in 1922 created a serious situation. It was felt that the railroads could operate more efficiently if they were acquainted with the details of the needs of shippers and that the shippers would be more willing to co-operate if they could feel the railroads were playing with all the cards face up. The idea has been a success and has eliminated the evil among shippers of ordering more cars than they need in an attempt to fill their requirements, thus hampering the railroads and their fellow shippers.

These organizations are now working to go a step farther. The quarterly cross-sections we obtain are unusually good prognostications of business. We are attempting to tabulate the information that comes thru our 15,000 contacts as an index of conditions and our quarterly forecasts of carloadings are expected to prove very beneficial in the business and financial world.

The car service division of the American Railway Ass'n is a regulating body in charge of car service rules that return foreign cars to home lines. It has developed a system which is operating remarkably well. Eastern carriers are today in possession of 20% less Western cars than they were a year ago and you may be assured that when your crop is ready to move, cars will be here to move it. Cars are flowing back now at the rate of 700 to 1,000 a day.

Elevators can help a great deal by loading cars to capacity. Often they do, but many times they do not. The consequence is that it takes more cars to handle the grain than are necessary. There is an example of 18 cars moving between two firms, one in Kansas City and the other in Philadelphia. The receiving firm told me that the grain received could have just as well been loaded in 5 cars less, and those 5 cars would have been released for other purposes. Every car saved leaves that much more equipment available to other shippers and greatly expedites the movement.

The com'te of shippers annually appointed at Galveston to expedite the unloading and return of equipment used in handling export grain has been of exceptional benefit. This year it will be in authority again working in your interests in the handling of your crop.

SEC'Y BEASLEY gave the markets at the close of Mr. Betts' address and read a telegram regarding the Oklahoma wheat crop showing severe deterioration during May. It stated that many places where a month ago wheat was expected to make 20 to 30 bus. per acre, could now produce only 10 bus. per acre.

This was followed by reading of a communication from Sec'y Riley of the Indiana Grain Dealers Ass'n regarding farm relief legislation.

Farm Relief Legislation.

Doubtless you have noticed press reports from Washington as to the President's effort to have prepared some Agricultural Legislative measures to be presented to Congress at its next session.

There is little doubt about the next Congress doing something along agricultural lines and such legislation should not be of a type practically to annihilate the regular grain interests of the country, nor hoodwink the farmers into approving measures that will ultimately injure them.

There are about 20,000 grain elevators in the United States, who serve the farmers directly, 5,000 of them are farmer owned or co-operative,

and the rest are independents. All suggestions from Washington seem to imply a purpose to build up an agricultural program that will recognize only co-operative interests.

I am not capable of, nor disposed to suggest any definite plan for legislation, nor do I think our President will purposely wish to destroy the grain handling interests of the country, if such interests will formulate and present intelligent and proper suggestions for a legislative program other than just to assume a negative attitude.

Without criticism I am inclined to believe the grain trade in the past has not always met the situation in a proper spirit, but rather too frequently our interests have found expression only in protests and not in constructive effort of wholesome commendation.

I have not thought this whole problem thru as to what might be recommended, but will be mighty glad to hear from each of the sec'ys as to their views in general and as to what they think might be undertaken, if anything, and by whom. If a general conference of sec'ys will be advantageous, I favor that in an effort to accomplish intelligent results.

Samuel T. Thompson, pres. of the American Farm Buro Federation, is credited with saying in an interview at Toledo a few days ago that he saw only one essential difference between the Rinchert, Curtis-Crisp bills and the McNary-Haugen bill and that related to the equalization fee of the latter. So it is evident that agricultural leaders are fixing to "swallow any old thing" which will indicate success in the legislative field, and open the U. S. Treasury to co-operative marketing. From my viewpoint I am inclined to think the Curtis-Crisp bill, referred to by some advocates, is more dangerous to the grain trade than the McNary-Haugen bill and less objectionable to the farmers. These bills, unlike the McNary-Haugen bill, will not require the collection of an equalization fee from the farmers.

Sec'y Beasley remarked that while making resolutions was good, he felt Congress and our officials at Washington would appreciate some constructive comments. The meeting was thrown open for a discussion of the subject.

JULE G. SMITH, Fort Worth: Sec'y Riley of the Indiana Ass'n is right in saying we have limited ourselves to denunciatory statements only.

The farm relief idea is spreading like a prairie fire. It is our job to get together and formulate a feasible plan to aid.

In many ways we must admit the farmer is the under dog. Railroad employes are protected thru their unions and receive good wages. Industry has the protection of a tariff. Agriculture has no protection and there should be some simple methods of aid.

Orderly marketing will help. But first we need better facilities and such warehousing facilities should be operated under government control. They should have a regulatory system the same as the bankers. Warehouse receipts should be given preferential rates of interest by banks.

This country could well afford a duty on agricultural commodities which would effectually prevent such commodities coming in to compete. Then the farmer would be left to raise a surplus according to his own judgment.

Federal cooperative organizations can serve best simply by gathering and disseminating information of interest to the farmers. That would be much more effective than trying to market the farmers products.

Railroads could aid by granting a lower rate on agricultural commodities. There is without doubt other means for making up the lost revenue.

I favor this ass'n making a resolution for the formulation of a constructive program on farm relief measures.

L. C. McMURTRY, Pampa: A country grain dealer probably feels the effects of farm relief programs more quickly than anyone else. In my opinion the need of farm relief legislation is exaggerated about 300%. Over 75% of the farmers in our territory are making money.

I am a great believer in the law of supply and demand. I can't see how the value of any grain or other commodity can be greatly enhanced and kept there. I don't believe we have men anywhere capable of inflating values and keeping them inflated. I know if I could, I

would, and then turn around and ask the farmer to help my situation.

A government should confine itself to governing and not branch out into business nor favor any one class in its legislative efforts.

L. F. COBB, Plainview: Gentlemen, I think when our good friend Mr. Betts mentioned 18 cars moving from Kansas City to Philadelphia to carry grain that could have been loaded in 13 cars, he didn't know the answer. The explanation is easy. When the market is going up, cars are loaded light; when it goes down, they are heavy.

In my opinion there is not a farmer in the country, but can help himself. What Congress is trying to do is help the farmer in Iowa. It forgets all about the farmers down here in Texas, who buy Iowa corn and want to keep the price reasonable. Yet we pay taxes too.

The trouble with the Iowa farmer is that he has his land valued too high. Even \$2 corn would not pay out on the land they value at \$450 an acre. If he wants to make money let him come out to God's country and start farming on \$25 land.

In this farm relief business it's just a matter of "who's ox is in the ditch." I think the best way is to let it alone.

SEC'Y BEASLEY: It is likely our President will approve some farm relief legislation this season. This is a presidential year and politics play a big part. The President will probably approve some form of storage and issuing of warehouse receipts.

Reconsigning and Diversion.

SEC'Y BEASLEY: In regard to the reconsigning and diversion privileges now before the Texas Railway Commission, Panhandle dealers apparently believe two diversions for inspection and one reconsignation free is fair. We know a lot of grain-laden cars have been put back and forth between points like a shuttle. We hear one case where a car was inspected 20 times. The Commission wants to help us with anything that is fair and I believe Panhandle dealers want to be fair with the railroads.

SEC'Y DORSEY: If a shipper is to be protected he must have plenty of diversions. Otherwise it is likely he will have to take heavy discounts at destination, from unscrupulous buyers, particularly on maize, ear corn, kafir and similar commodities. Inspection is not so accurate on such products as on wheat. If a shipper has plenty of diversion privileges he doesn't have to take such discounts.

W. W. EARLY, Waco: I believe 2 diversions, or at the most 3, are sufficient for all purposes. The railroads have been badly abused.

R. T. DORSEY, Fort Worth: Only a small percentage of cars ever use excessive diversion privileges. The railroads have found a few examples and are picking them out as indicative of the general rule.

If they want to stop the shuttling of cars they can accomplish it just as well by making a charge for more than 2 inspections or by making a charge when a car is diverted twice from the same point.

The following com'ites were appointed: Nominating: H. L. Kearns, Amarillo, chairman; E. W. Harrison, Hereford; E. N. Noble, Plainview.

Resolutions: W. A. Barlow, Amarillo, chairman; L. C. McMurtry, Pampa; Carl Ferguson, Fort Worth.

Auditing: Lester Stone, Amarillo, chairman; O. W. Green, Wildorado; A. Liske, Canadian. Adjourned to 2:30 p. m.

Luncheon.

An excellent luncheon was served the delegates in the Herring hotel at 12:30. While the various courses were being served Dave Davidson of Kansas City regaled them with a number of humorous songs to the accompaniment of a banjo. Following him was Gene

Lane, comedian with the Summerly Players, in a humorous monologue.

Julie G. Smith told about the Southwestern rate case.

Southwestern Rate Case.

We are all anxious to know what the outcome of the present hearings on rates of the Southwest will be. Out of it should come at least a more stabilized rate situation throughout the middle-west. I have been asked by the Fort Worth Rate Bureau to appear as a witness on transit charges and natural shrinkage.

The railroads are trying to effect a transit charge of one cent a bushel from the elevators. If same should be effected elevator and mill properties would depreciate 50% over night. We hope to convince the Commission that the elevators and mills serve a real need, that they are a direct aid to the railroads in avoiding congestion by furnishing storage and should not be penalized.

Railroads have tried for some time to effect rules on natural shrinkage taking $\frac{1}{4}$ th of 1% on some grains and $\frac{1}{4}$ th of 1% on others. The grain men, thinking that half a loaf is better than none, temporarily agreed to $\frac{1}{4}$ th of 1% on all grains. I have always maintained that there is no such thing as a natural shrink. The same conditions as cause slightly less weight at destination reversed, would cause a slightly greater weight. With the railroads overseeing weighing at all the larger points there is no reason for making allowance for a natural shrink.

There is such a thing as tolerance between different scales, even between two different weights by the same scales. But there is no such thing as natural shrink.

Afternoon Session.

MR. JOHNSON, Sec'y Cottonseed Crushers Ass'n, Oklahoma City, talked on the railroad situation, regional advisory boards and the development of the Panhandle, at the opening of the second session. He said:

S. W. Railroad in Good Shape.

The past few years have seen the development of western Texas to a degree never expected. This has largely resulted from the development of railroad lines serving it.

I have always believed in a differential between flour and wheat. Until a short time ago flour paid 5 cents more than wheat. It is a more perishable commodity and carries a heavier risk.

While that differential existed Texas and Kansas mills competed on an even basis. We ought to have it back.

The southwest has been coming into its own during the past few years. Some of this is probably due to the railroads developing in order to prevent losing part of their profits under the recapture clause. Much of it, however, is a consequence of a real desire to build up the country. The southwest is now reaping some of the rewards of these expenditures.

When Regional Advisory Boards were first developed some thought they would benefit the carriers only. Such has proven untrue. If anything the shipper is most benefited.

SEC'Y BEASLEY called for Crop reports. These were given as follows:

Crop Reports.

E. W. HARRISON, Hereford: Our section will probably produce 30 cars. The acreage of wheat has been greatly increased, but not half of it will be cut. We really expect to ship no more than 20 cars. If it were to rain within the next 30 minutes it wouldn't help a bit. The crop across the line in New Mexico is a total failure.

H. B. DORSEY, Fort Worth, reporting for Texas: An average struck from the reports of members a couple of days ago shows the acreage of wheat is 127% of last year and the condition 57% of a year ago. The central and northern sections are in the best shape.

A. C. MATTHEWS, Kress: Our section will produce about 125 cars of wheat but no oats or barley. Last year we shipped 400 cars.

J. L. BROOKS, White Deer: We expect 200 cars of wheat this year. Last year we had 650. Rain wouldn't help it a bit.

LESTER STONE, reporting for Clovis, Vega and Melrose: Not enough wheat in this district for seed. Last year it shipped 4,000 cars.

TOM CONNALLY, Clarendon: No wheat in our district this year. We are now raising cotton.

R. L. BAGWELL, Claude: We expect 100 cars, against 450 last year.

W. N. MARTIN, reporting for Vernon, Goodland, Kirklund: Harvest is now under way and reaping from 5 to 15% of last year. The region from Childress to Wichita Falls will produce only about 250 cars.

O. W. GREEN, Wildorado: We will raise only enough for seed. Maybe not that much. We

look for 12 to 15 cars. Last year we shipped 250.

W. C. BOOTH, Floydada: We expect 200 cars against 650 last year. Possibly 20 cars of barley will be produced.

R. L. McCLELLAN, Spearman: We may produce 150 cars this year against 1,600 last. Could still use rain.

W. C. COWAN, Tulia: We will have from 250 to 300 cars this year. Last year we had 600. Rain would not help.

W. L. PORTER, Hales Center: Our country will have 50 cars this year. Last year we had 200. Rain would do no good.

E. N. NOBLE, Plainview: About 350 to 400 cars will be our limit this year against 900 last. Rain wouldn't help any.

H. L. KEARNS, Amarillo: This section will have 15 or 20 cars if it rains; otherwise it will produce 8 to 10.

H. E. WHITE, Washburn: Expect 25 to 30 cars against 175 last year. Rain would still help.

JULE G. SMITH, Fort Worth: In Tarrant and 6 neighboring counties conditions have improved recently. Wheat will produce 75% of last year, oats about 66%.

W. B. JOHNSTON, Enid, for Oklahoma: West of Enid wheat looks good, but east it has been badly damaged by fly, green bug and hail. We estimate 40 to 45 million bus. for the state.

L. C. McMURTRY, Pampa: We will have about 35% as much as last year in wheat.

C. H. CURTIS, Texhoma: We will be lucky to have seed. Last year we shipped 1,500 cars.

CARL C. MAUREL, Friora: May have 30 cars this year. Last year we had 200.

D. I. BARNETT, Miami: Our probable yield will be 75 to 100 cars. Last year we had 500.

W. C. BOOTH, Lockney: Probably 150 cars against 600 last year.

A. L. HARRISON, Stratford: Last year we shipped 600 cars. This year we won't ship one.

H. L. KEARNS, Muleshoe: This town will ship 20 cars, the same as last year due to the increased acreage.

E. G. SHUHART, Dalhart: Last year we shipped 90 cars. This year there is over 14,000 acres in wheat and it won't produce a car. Rain wouldn't help. The next 30 days are a decisive factor on a row crop.

W. C. COWAN, Happy: Happy will have about 175 cars. Last year it had 350.

R. D. HENNIGH, Darrouzett: Probably will have 30 cars this year. Last year we had 400.

EDW. BALDERSTON, Canadian: This year we will have 100 cars against 400 last year.

EDW. BALDERSTON, Higgins: This section will probably have 250 cars this year.

GUS GIESECKE, San Antonio: We still have 50% of last year's oats on hand. The crop this year will produce 60% of what it did last year. Corn south of San Antonio is poor, but north it is very promising.

C. R. SLAY, Groom: We will probably have 200 to 300 cars of wheat this year against 800 last. Rain would help.

The Resolutions Com'ite offered the following, which were unanimously accepted:

Resolutions.

Rates.

WHEREAS it seems that rates on grain and grain products in the Southwest are adequate and amply remunerative to the carriers.

Therefore, be it resolved that the Panhandle Grain Dealers Ass'n are opposed to any increase in said rates.

Transit Privileges.

WHEREAS the grain and milling industries have built up to their present efficiency due largely to favorable transit privileges. Therefore be it

Resolved that we are opposed to any restrictions or charges therefor except such restrictions or charges that may be found necessary or just to correct alleged abuses in reconsigning cars from station to station.

McNary-Haugen Bill.

BE IT RESOLVED that we commend President Calvin Coolidge for sound judgment in vetoing the uneconomic McNary-Haugen bill.

Resolutions were also adopted commending officers and directors of the Ass'n and thanking Amarillo for courtesies extended.

The Nominating Com'ite offered the following nominees, who were unanimously elected:

Chester Cowan, Tulia, pres.; D. I. Barnett, Miami, vice-pres.; J. N. Beasley, Amarillo, sec'y-treas. Directors: O. W. Green, Wildorado; R. L. McClellan, Spearman; Rob't Stone, Clovis (N. M.); Joe Morris, Amarillo; L. Bagwell, Claude.

The new Arbitration Com'ite is L. C. Mc-

Murtry, Pampa, chairman; H. C. Adams, Amarillo; E. N. Noble, Plainview.

SECY BEASLEY reported that only one arbitration case has come up in the past year.

Diversions.

JULE SMITH remarked that if grain men did not buy on one set of terms and sell on another, there would not be so much difficulty with diversions and reconsignments. One grading should be enough.

PETE MULLIN, Fort Worth: Where I was raised we had only one diversion privilege. I was very much surprised to find different conditions in Texas. Seems to me 2 inspections and one diversion are liberal.

H. B. DORSEY: The consensus of opinion is for 2 inspections and one diversion. Ear corn, maize and hay need at least 2 diversions. Otherwise they might be unjustly handled at destinations. I hope the trade will favor no less than 2 diversions after inspection.

C. R. SLAY: It seems to me that one inspection and three diversions should be enough for all purposes. That is more than fair.

G. E. BLEWETT, Fort Worth: We have never sold a car except on Fort Worth grades. Country shippers consigning to Fort Worth must take Fort Worth grades. I think the same can be said of all of us. Two inspections and one diversion beyond should be enough for any one.

A resolution was offered that two inspections and one diversion are sufficient for the efficient handling of all grain-laden cars. It was seconded and passed.

Adjourned *sine die*.

Convention Notes.

Almost 150 registered.

H. L. Chowning came from Wichita.

Geo. S. Colby represented Houston.

Gus Giesecke represented San Antonio.

Dallas was represented by J. C. Crouch.

W. W. Early and Harry Stover came from Waco.

C. W. Griffith, grain inspector from Fort Worth, was present.

Tom F. Connally and his son Duke were present from Clarendon.

Harry L. Daunoy came from New Orleans.

Kansas City sent Dave Davidson of Norris Grain Co., Harry Gamage and Oscar Cook.

W. B. Johnston drove to the convention from Enid, Okla., bringing "Daddy" Randels along. F. A. Hague represented the Enid Terminal Elevator.

Amarillo grain men distributed tickets to the performance by the Summerly Players stock company in the auditorium the evening of May 20. Many enjoyed the "Cat and the Canary."

C. W. Ellis was one of the machinery and supply men present. J. I. Charlton, the Fairbanks, Morse & Co. representative at Amarillo, had an exhibit including a model of a Kewanee truck lift.

Peyton S. Ingram distributed letter openers with the compliments of the Federal Commission Co. Oscar Tillery gave out several hand-ful of his snappy snappers denoting his brand of service.

The gathering was well attended by rail-road representatives who stayed over to attend the meeting of the Southwest Regional Advisory Board. Many of the grain men stayed over for the same purpose.

The Fort Worth delegation included C. M. Carter, G. E. Blewett, Pete Mullin, Peyton Ingram, Sam Gladney, H. B. Dorsey, Royce T. Dorsey, C. E. Wilkins, Jerry Henderson, Sam Strader, Carl Ferguson, Jule G. Smith, Frank Baily, Bert K. Smith, Kay Kimbell, K. K. Smith, Oscar Tillery and Tom West.

Among the country shippers present were C. R. Slay, Groom; C. W. Green, Wildorado; J. B. Wallace, Plainview; E. W. Harrison, Hereford; R. L. Bagwell, Claude; A. L. Harrison, Stratford; A. C. Matthews, Kress; W.

C. Cowan, Tulia; Carl C. Maurer, Friona; J. A. Abernathy, Tulia; J. L. Brooks, White Deer; W. L. Porter, Hale Center; L. C. McMurtry, Pampa; Jno. W. Elliott, Kress; L. F. Cobb, Plainview; Wm. Parsons, Buffalo (Okla.); D. I. Barnett, Miami; J. T. Patton, Higgins; R. D. Hennigh, Darrrouzett; Tom H. Davis, Claude; E. N. Noble, Plainview.

Costly Confidence.

BY BILL BRAUDT.

Some efforts to co-operate toward bringing about a mutually satisfactory adjustment of the country shippers freight claim losses result in costly experience to the shipper. I refer to the practice of railroad freight claim department representatives, in the course of personal investigation of a freight claim, asking for and receiving permission from the shipper in a co-operative spirit, to examine records of shipping and return weights on VARIOUS cars shipped as a means of comparison to determine the correctness of the loading weight asserted by shipper on an INDIVIDUAL car.

In the past sixty days our Bureau filed for the account of a country shipper, who has authentic loading weights, certain claims representing bona fide losses, both through delay in transit and shortage in weight. In the course of personal investigation, the carrier's representative called on the shipper and requested permission to take a record of his shipping and return weights for a certain period covering many months and on cars that no claim had been or ever will be filed.

The shipper permitted this information to the carrier's representative in a co-operative spirit, expecting that it would be of assistance in determining the carriers position in settlement of the ten or twelve claims filed for shippers accounts. It did determine the carriers position with considerable emphasis. By process of taking the shippers loading weights and the destination return weights, computing the shortage on some cars and overage on others, the carrier's freight claim office decided that the shipper did not have any particular knowledge of the amount being weighed into the cars at shipping points. No car running over was the subject of any claim, and ninety per cent of the shortage in weight movements were not subject to claims, the shortages being too small to warrant claim being filed. Settlement of wheat shortages was offered on a fifty per cent basis on leaking cars (major defects), although the wheat account was short approximately the amount of the shortage claims filed on the wheat.

What I am trying to tell country shippers is this: Co-operation is the most valuable element in business. The comparative cars on which nothing was claimed nor ever will be claimed, have no bearing on the liability for shortage, aside from a desire to be co-operative and give the carrier's representative access to all your records to enable him to make a decision.

In the case referred to there was a shortage in the wheat account, after taking all the comparative cars into consideration, admitting that the carrier's representative's figures were correct; in the corn account there was no shortage, to the contrary there was fifty bushels over on basis of the statement as set forth by carriers' representative. Yet the railroad freight claim officer insisted that there was only partial liability with the carrier for the amount of shortage claimed on wheat, from defective leaking and otherwise improper box car equipment. My thought is that the use of the information granted carrier in spirit of co-operation, was flagrantly misused.

The shipping distance to terminal market was forty miles; the same carrier's freight claim officer declined to admit that any car was unreasonably delayed in consuming THREE DAYS to travel to an inspection track less than forty miles from point loaded.

This sort of co-operation is costly for the country shipper and the unfortunate part of

this case is that the misuse of the information obtained could not be foreseen; co-operation was asked for, granted and now the shipper will have to enforce his rights by legal procedure.

The outcome of this violation of confidence may be of value to other shippers who may be asked to co-operate (?) in a similar manner.

I. C. C. Activities.

The Cargill Grain Co. has filed complaint against the Green Bay & Western alleging unreasonable rates on grain from Wisconsin points to Baltimore for export.

Embry E. Anderson of Memphis, Tenn., has filed complaint against the A. & S. on the rates on coarse grain and sorghum from points in Texas to the Southeast.

The American Maize Products Co. has been awarded reparation for unreasonable rates on gluten feed from Roby, Ind., to stations in New York on the Ulster & Delaware, shipped in 1923.

Reparation on oats has been awarded the Beaman Elevator Co. against the C. & N. W. Ry. Co., to the extent that its charges exceeded 19.5c on a car of oats moving from Beaman, Ia., to St. Louis, Mo., in September, 1923.

On May 11, the Commission announced its denial of petitions for reconsideration and re-argument in I. & S. No. 2729, the 6-cent rate reduction case, filed by the Terminal Grain Merchants Ass'n, Minneapolis Civic and Commerce Ass'n, Minneapolis Traffic Ass'n, the Soo Line and the M. & St. L.

Removal westward of the Missouri river group boundary as proposed by the Western Trunk Line was denied by the Commission in I. & S. 2783. It would have increased the rates on grain between Iowa and South Dakota points and points in Colorado and Utah.

In 17130, Russell Grain Co. v. Alabama Great Southern, et al., the Commission has affirmed the finding in its former report that the rates charged were applicable on grain from points in Colorado, Kansas and Nebraska to destinations in Tennessee, Georgia and Alabama. Complainant had sought to complete an incompletely specified route in the tariff by using the rails and rates of any parties to the tariff. The shipments originated on the Burlington, but the Commission pointed out that rule 4 of its tariff circular provides that "when a tariff specifies routing the rates may not be applied via routes not specified." Complainant undertook to use the N. C. & St. L., and the Southern Ry., with the Columbus & Greenville to reach Greenwood, Miss., from East St. Louis, a distance of 1,035 miles, compared with the short line distance of 455 miles via the Illinois Central.

Blackstrap molasses rates and restrictions proposed by the L. & N. were held justified by the Commission in I. & S. No. 2845. The protest was made by J. H. Wilkes & Co. of Nashville, Tenn., and the Traffic Bureau of Jacksonville, Fla. Under the present arrangement thru rates from the West are applied on the weight of grain-product ingredients of feed, and the thru rate on feeds from Mobile, New Orleans or Pensacola to final destination is applied on the weight of the molasses in the feed, regardless of any out of line or back hauls. The L. & N. sought to cancel the present arrangement on traffic to Florida destinations, leaving in effect the local rate to Nashville on the molasses and the mixed feed rate beyond on the weight added to the mixture by the molasses. The Commission held that no undue prejudice to Nashville would result if the proposed schedules were made effective.

Shippers Meet at Colby.

[Continued from page 602.]

and P. S. Houston, Goodland; V. S. Harris, Colby; J. P. Horne, Brewster; H. M. Crosby, St. Francis; F. H. Callen and Jas. Finegan, Kansas City; R. Coffey, Brewster; B. F. Carney, Colby; L. P. Harrison, Halford; W. E. Cooper and J. R. Houston, Gem; W. J. Manning, Kansas City; J. F. Henry, Blackeman; H. E. Combs, Levant; H. S. King, Colby.

Argentina export duty for the month of May has been changed on barley from 0.54 to 0.75 peso per metric ton. The export duty on wheat remains unchanged, at 0.37 peso per metric ton.

Grain Carriers

Southern Kansas shippers are sending petitions to the Interstate Commerce Commission in an effort to do away with the unjust freight rates to the Gulf of Mexico which are said to discriminate against Kansas shippers.

Duluth, Minn.—A record cargo of oats, 694,000 bus., was loaded on the steamer Glen-eagles May 4 by the Globe Elevator Co. Part of the load was taken on at Superior and part at Duluth, between 2 a. m. and 11 p. m.

Austin, Tex.—The Railroad Commission on May 11 ordered that the special 5c differential allowed the Motley County Railroad will not apply on shipments of wheat. The regular differentials will not apply on wheat moving over the Quanah, Acme & Pacific.

Grain and grain products were loaded into 40,510 cars during the week ending May 7, against 36,329 during the corresponding week a year ago. Surplus box cars on Apr. 30 were 127,432, a decrease of 2,807 compared with the preceding week, as reported by the American Ry. S. Ass'n.

Quebec, Que.—This city has been seeking lower rates on grain, claiming that one of the reasons for building the National Transcontinental 20 years ago was to bring grain from the Canadian west by the most direct route. This road is now a part of the Canadian National Railways. The Montreal Board of Trade opposed any radical changes of the present rates, British Columbia and the western provinces asked mostly for readjustment of the grain schedules, while the railways claimed they could not give efficient service unless their revenues were sufficient.

Chicago, Ill.—Before the board of arbitration which is to decide the demands of the conductors, trainmen and yardmen of the Western railways for increases in their basic wage rates, J. L. Jacobs, economist, and director of J. L. Jacobs & Co., engineers and statisticians, on May 13 testified that "When the purchasing power of the dollar is considered, the train and yard service employees of the Western railways are now from 8 to 17 per cent better off with their present wages than they were in 1920, when the peak wage scales were in effect." K. F. Burgess, general solicitor of the C. B. & Q. on May 18 said that if the employees of the Western roads were granted a 7½ per cent wage increase it would require an increase of \$83,000,000 in Western freight rates.

Substitution of Tonnage Not Permissible.

Dismissal of the complaint by the Lathrop-Marshall Grain Co., Kansas City, has been recommended by Examiner Dale C. Dillon in No. 18705. The case arose over a shipment of 8 cars of corn in March, 1925, by the Omaha Elevator Co. over the Union Pacific from Council Bluffs, which had had transit at that point, consigned to a buyer at Tonganoxie, Kan. The Omaha Elevator Co. furnished paid freight bills showing that grain of equal tonnage had moved from country stations in Iowa, South Dakota and Nebraska to Council Bluffs and that the shipments were entitled to any applicable proportional reshipping rates from Council Bluffs to their final destinations.

Before the grain arrived the consignee failed and the shipment was diverted to Kansas City, Mo., to which the same 20.5c rate was applicable. On diversion the shipper withdrew the original inbound billing and substituted equal tonnage showing shipments from points in Nebraska to Omaha from which stations of origin the rates to Kansas City were 4.5c higher than the rates to Omaha or Council Bluffs.

When the Lathrop-Marshall Grain Co. bot the grain on the floor of the Kansas City Board of Trade it was furnished with arrival notices by the U. P. showing points of origin as in the original billing and the rate of 20.5c; but when complainant forwarded the grain it refused corrected freight bills showing the substituted tonnage, and demanded bills corresponding to those in the arrival notices. The

C. & N. W. and connecting lines charged the proportional rates from Omaha-Council Bluffs, —less 4.5c.

The examiner said the substitution of tonnage was without tariff authority; and that the applicable rates were the local rates into Council Bluffs—plus a rate of 20.5c beyond, and that the applicable rates out of Kansas City were the proportionals from Council Bluffs to the respective destinations in Louisiana, Texas and Tennessee—less 20.5c.

Record in Grain Discharging.

The Rotterdam Grain Elevator Co., of Rotterdam, Holland, recently made a record in grain discharging with its port equipment. On March 29th the steamer "Nordic" containing wheat for March delivery left London and arrived in the "Maashaven" at Rotterdam at 5:30 the afternoon of March 30. One of the buyers gave up his right to take delivery in March and agreed to take it April 1, as his storage rooms were not ready.

March 31 at 8:15 a. m. discharge commenced with five pneumatic elevators, each having a number of extra men to cut and empty the bags in the holds. At 5:30 o'clock only 56 tons were left in the main hold and these were delivered next morning to the buyers who had agreed on April 1 delivery. During 10 working hours 43,659 bags had been cut, emptied and delivered overboard, a total weight of 3,403 tons.

More Care Needed in Loading.

Grain inspection certificates on cars loaded fuller than 24 inches of the roof are marked "Heavily Loaded, too full for proper inspection." Cars arriving in this market are often so marked. To permit the drawing of an average sample and in protection to yourself, you should be very careful not to let cars go forward loaded nearer than 24 inches of the roof.

Railroad tariffs provide that when grain is loaded at point of origin to within 24 inches of roof at side walls of car, for the purpose of Federal, State or Official Grain Exchange Inspection, that freight shall be assessed on actual contents of car (minimum 40,000) providing bill of lading carries notation of either—"LOADED TO GRAIN LINE," "LOADED TO WITHIN 24 INCHES OF ROOF," or "LOADED TO FULL VISIBLE CAPACITY."—Official Report Produce Exchange.

Would Suspend Southeastern Rate Increase.

As a result of correspondence between Atty. A. J. McGehee, sec'y of the Southern Interior Traffic Ass'n, with the traffic organizations in the Mississippi Valley, a conference on grain rates was held at Meridian, Miss.

The call for the conference came from M. C. Moore, rate expert of the Mississippi Railroad Commission, and was as follows:

"On account of the orders of the Interstate Commerce Commission in the Montgomery, Birmingham, and Nashville cases, dockets Nos. 15082, 15226, and 15292, the carriers have published revised rates on grain and grain products from the producing territories and Ohio and Mississippi river crossings to the Mississippi Valley and the Southeast; the rates to practically all the Mississippi Valley points reflecting substantial increases.

"If these increased rates are permitted to become effective it will result in increasing transportation cost on grain and grain products millions of dollars to consumers in the valley who have not been heard regarding the matter.

"In our opinion efforts should be made to bring about suspension of the rates."

Over 60,000 assignments and 12,000 claims under other crop securities were handled in the year 1925-26 by the Assignment Department of the Saskatchewan Wheat Pool. The membership at the close of that year was 79,943. The proportion of pool farmers in Saskatchewan who could not finance by waiting for pool payments was very large.

General Grain Rate Investigation Under Way.

The opening hearing of the Interstate Commerce Commission's investigation of all rates on grain and grain products throughout the territory west of the Mississippi and for the State of Illinois began at 10 a. m. Monday, May 9, at Dallas, Tex.

Commissioner B. H. Meyer presided, and about 200 were in attendance. The first witness was D. F. E. Marsh of Kansas City, called by the counsel of the carriers in the Southwest to outline their intentions.

John C. Gutsch of Chicago, assistant freight traffic manager for the Rock Island System, was on the stand most of the day. The first scale of grain and grain products rates from Oklahoma to Arkansas and Texas, as set by the Interstate Commerce Commission, would be applied as a yardstick in adjustment of the general Southwestern rates, his testimony brought out. The purpose of this, he said, was not primarily to increase rates, but to bring about a reasonable adjustment and restore some of the revenues that were taken away by a second decision of the commission on rehearing the case.

Numerous questions relative to the carriers' intentions in regard to domestic and export rates were asked the witness by E. H. Thornton, traffic manager of the Galveston Chamber of Commerce.

Whether the domestic rate would be applied on export traffic to Texas ports, was asked, eliciting the information that the carriers contemplate grouping all Texas ports at the same domestic rate. Calling attention to the fact that the haul to New Orleans, thru Kansas City and St. Louis, is 300 to 400 miles farther than to Texas ports, Mr. Thornton asked what rates it was intended to apply to New Orleans. The New Orleans-Texas port relationship will be left to the decision of the Interstate Commerce Commission in the New Orleans port case, now pending for final decision, he said.

Shippers' organizations are contending that the railroads propose rates 30 to 35 per cent higher from Oklahoma and Texas ports and between points in these two states than at present are in effect. The carriers are basing their request for higher rates on the contention that they grant numerous transit privileges and permit various back hauls without charge. It is the contention of Texas and Oklahoma interests that in constructing the proposed rates, the carriers are giving no consideration to the large amount of grain and grain products that moves direct to export without transit privilege or back hauls.

No consideration is given by the carriers to the great amount of grain and grain products that moves over direct routes through transit points to Texas ports, nor to the much heavier loading of these products for export than on domestic shipments, it is further contended.

Conducting cross-examinations were Paul Walker, counsel for the Corporation Commission of Oklahoma; F. A. Leffingwell, Dallas, secretary Texas Industrial Traffic League; G. Moffitt and R. M. Reader, representing shippers of Wichita, Kan.; Walter Scott, representing the Kansas City Board of Trade; E. H. Hogueland, Topeka, Kan., representing milling interest; Nuel Belknap, Chicago, attorney for the New Orleans Joint Traffic Bureau; Ralph Merriam, Chicago, counsel for the Kansas City Board of Trade, and Clyde Reed, Kansas City, representing milling and agricultural interests.

The hearing is supposed to last three weeks and then will move to Kansas City, Minneapolis, Chicago and to the Pacific Coast.

Conversion rates of metallic to paper drachmas for the payment of Greek import duties were increased on April 29 from 8.5 to 10 on wheat and meslin. This means increase in the import duties from 51 paper drachmas to 60 paper drachmas per 100 kilos on wheat and meslin.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Ft. Smith, Ark.—W. T. Oglesby bot the Arkansas interests of L. H. Bowen and Bowen & Oglesby have dissolved. C. C. Davis is with W. T. Oglesby in the Oglesby Feed Stores. There is no outside interest.—Oglesby Feed Stores.

CALIFORNIA

Alhambra, Cal.—Mail addressed to the Davidson Co. has been returned marked "Unclaimed."

Fresno, Cal.—Mail addressed to R. O. Deacon, Inc., has been returned marked "Removed to elsewhere."

Madera, Cal.—Mail addressed to the Mgr., Sachetold Grain & Mfg. Co., has been returned marked "Unclaimed."

Bieber, Cal.—A small mill has been installed here and is being operated by Alfred Jack.—Lassen County Chamber of Commerce.

San Francisco, Cal.—E. R. Warren is local mgr. of the Schuler-O'Connell Grain Co., which recently succeeded the Guernsey-Ames Grain Co.

Yuba City, Cal.—The Yuba City Mfg. Co. has awarded the contract to the Corrugated Culvert Co. for the erection of a 70,000-bu. elvtr. between the two large warehouses owned by the company.

Susanville, Cal.—We do not know of any movement on foot to have the wheat growers operate the mill of the Lassen Grain & Mfg. Co. The mill is being operated at present by John T. Long and Ed C. Leak, who, we understand, are operating the mill under a year's lease.—Lassen County Chamber of Commerce.

CANADA

Fort William, Ont.—Wiley, Low & Co. will rebuild their cleaning elvtr. which burned recently.

Vancouver, B. C.—W. Biggins is now supt. of the Vancouver Terminal Co.'s elvtr., formerly spillers' elvtr.

Port Arthur, Ont.—It is reported that a Winnipeg grain company plans to build a 3,000,000-bu. elvtr. here.

Birtle, Man.—It is reported that the Manitoba Wheat Pool will build an elvtr. and cleaning plant here this season.

The United Grain Growers, Ltd., will build a number of new elvtrs. this year in Manitoba, Saskatchewan and Alberta.

Port Arthur, Ont.—The plant of Wheat Pool elvtr. No. 6 has recently had two new driers costing \$100,000 added to it.

Fort William, Ont.—The Fegles Construction Co. has the contract to build a 1,000,000-bu. elvtr. here to be completed by Sept. 1.

Winnipeg, Man.—A membership in the Grain Exchange sold recently for \$7,400 to \$7,500 net to buyer. The highest ever paid was \$8,100, last September.

Winnipeg, Man.—James A. Richardson, pres. of James Richardson & Sons, Ltd., has been elected to the directorate of the Canadian Pacific Railway.

Port Arthur, Ont.—Barnett McQueen, Ltd., has been given the contract to build a 700,000-bu. addition to the Superior elvtr. of Parrish & Teimbecker, Ltd.

Calgary, Alta.—The Alberta Pacific Grain Co., which operates 353 country elvtrs. and three terminals, will build a radio broadcasting station at Red Deer, Alta.

Halifax, N. S.—The elvtr. of the Dominion Department of Trade and Commerce has a new addition of 1,032,000 bus. which was recently completed by the John S. Metcalf Co., Ltd.

Montreal, Que.—Wm. H. Johnson, Jr., who has been in charge of the New York office of the Canadian Co-op. Wheat Producers, Ltd., has been appointed to take charge of the proposed office to be opened here.

Portage la Prairie, Man.—The elvtr. of the Premier Grain Elvtr. Co. was destroyed by fire the afternoon of May 11. It contained 35,000 bus. of grain of which 20,000 bus. were oats. It is said the loss will amount to about \$60,000.

Port Colborne, Ont.—The Department of Railways and Canals has been asked to construct more elvtrs at this point, in order that ships will not pass on to Buffalo and discharge their cargoes. Such a resolution was recently adopted by the Port Colborne Council.

Regina, Sask.—The Saskatchewan Pool Elvtrs., Ltd., has bot the system of elvtrs of the Saskatchewan Co-op. Elvtr. Co., Ltd., which is winding up its affairs after 15 years of service. The new owner is a subsidiary of the Saskatchewan Co-op. Wheat Producers.

It is said that the Dominion government com'te, which is planning for the new Canadian Lake Ontario terminal of the New Welland Canal, is ready to recommend the construction of a 6,000,000-bu. grain elvtr. The site will be announced in the com'te's general report.

Victoria, B. C.—The Alberta Pool Elvtrs., Ltd., a subsidiary of the Alberta Wheat Producers, Ltd., has been incorporated with a capital of \$600,000, of which \$445,000 has been subscribed. Offices will be opened in Calgary and Vancouver. The purpose of the company is to acquire elvtrs. on behalf of the Wheat Producers.

Winnipeg, Man.—Wiley, Low & Co., Ltd., has bot the remaining 19 country elvtrs. owned by the provincial government. The price paid was \$53,000 cash. This brings the company's total of elvtrs. bot from the government up to 34. The capacity of the newly acquired elvtrs. ranges from 25,000 bus. to 47,000 bus., with a total storage capacity of 270,000 bus. All will be remodeled.

Port Arthur, Ont.—The United Grain Growers, Ltd., has let the contract to the Carter-Halls-Aldinger Co., Ltd., for a new 5,500,000-bu. elvtr. It will be built from the design of C. D. Howe & Co. The new plant will provide the greatest possible efficiency in handling grain. It will be of reinforced concrete construction thruout and have 500 bins with capacities ranging from 4,000 to 30,000 bus. Rapid handling is assured by the largest receiving and shipping capacities at the head of the lakes.

Owen Sound, Ont.—We are constructing a reinforced concrete storage annex to our present elvtr. of approximately 1,000,000 bus., consisting of 24 circular bins of 33,000-bu. capacity each and 15 interspaces of 11,000-bu. each. The Barnett-McQueen Construction Co., Ltd., is doing the work, which commenced April 6, and the foundation is now practically completed and the mattress will be commenced within the next week or ten days. The new storage will be ready for use by Oct. 1.—W. W. Richards, supt., Great Lakes Elvtr. Co., Ltd.

Saskatoon, Sask.—A 3,000-bbl. 5-story mill and elvtr. with a storage capacity of about 400,000-bu. will be erected for the Robin Hood Mills, Ltd. In addition a warehouse, power station and other buildings will be built. The elvtr. consists of 12 large, round tanks and a number of rectangular or square tanks in the workhouse portion. The workhouse will have three legs and two scales and garners. It will be equipped with scalping machines, car puller, Humphrey employes elvtr., and will have one belt over the storage tanks and one belt under the storage tanks. The mill is being constructed in accordance with plans and specifications prepared by the International Mfg. Co. The elvtr. is being constructed according to plans and specifications being prepared by the McKenzie-Hague Co. None of the machinery or equipment has yet been purchased.

COLORADO

Sedgwick, Colo.—The elvtr. of the Leflang Grain Co. was slightly damaged by a wind-storm on May 7.

Hudson, Colo.—We are putting in a new dump this season for trucks.—W. W. McBride, mgr., Hudson Grain & Bean Co.

Denver, Colo.—Wm. H. Wierman of the Summit Grain Co. has just returned from a trip which included Portland, Seattle and other cities of the Pacific Northwest.

Craig, Colo.—The elvtr. formerly owned by the Yampa Valley Mfg. Co. and operated by the Hungarian Mills was torn down and junked last winter. Only one mill with elvtr. in connection here now, owned and operated by the Craig Farmers Mfg. & Elvtr. Co.—X.

ILLINOIS

Meriden, Ill.—Chas. Gallagher has installed a gasoline pump at his elvtr.

Mahomet, Ill.—The Mahomet Grain Co. is installing a grain conditioner.

Arlington, Ill.—The elvtr. of Chas. E. Gallagher is to be covered with galvanized iron.

Paw Paw, Ill.—Byron Rosencrans has installed a J-Bee Mill in his elvtr. for custom grinding.

Elliott, Ill.—The Farmers Grain Co. has added new Fairbanks Motor Scales and made other improvements to its plant.

Springfield, Ill.—The Elevator Milling Co. will not rebuild its corn plant which burned recently and the business will be closed.

Clifton, Ill.—Donald Meents, son of Senator R. R. Meents, who is head of the grain firm of R. R. Meents & Son, died recently.

Kankakee, Ill.—The Farmers Grain Co. has built a warehouse, 20x48, to store alfalfa hay and other products for the farmers.

Oregon, Ill.—Members of the Ogle County Building Material and Grain Dealers Ass'n held a banquet here the evening of May 10.

West Salem, Ill.—Geo. Couch & Sons are building a 30x60 two-story warehouse to their elvtr. to be used for feed and grass seed.

Manteno, Ill.—We have built a mill house, 16x24, and installed a large hammer mill with 50-h.p. motor attached.—Farmers Elvtr. Co.

Toulon, Ill.—Our damage was to the elvtr. roof by high wind and hail. Just a small loss, not worth mentioning.—Davis Bros. & Potter.

Havana, Ill.—Mail addressed to McFadden & Co. has been returned marked "Unclaimed." (The plant of this company burned last summer.)

A soil and soy bean special train was run for three weeks this spring in Illinois by the Illinois Central Railroad. Much interest was manifested.

Decatur, Ill.—J. H. Roennfeldt of Omaha, Neb., is supt. of the new 3,000,000-bu. elvtr. recently built by the A. E. Staley Manufacturing Co.

Granite City, Ill.—The cupola of the grain elvtr., operated by the Schultz & Niemier Commission Co., was blown off by the windstorm of May 9.

Eleroy, Ill.—H. F. Koppein & Co. has succeeded and now operate the elvtr. formerly operated by Hainke & Heitler. This is the only one at this station.—X.

Mechanicsburg, Ill.—No one has succeeded O. H. Fullewider's estate in the grain business. The Farmers Grain Co. contemplates taking it over.—F. S. Bricker, Farmers Grain Co.

Colfax, Ill.—The Farmers Co-op. Grain Co. has bot the elvtr. of the Lyon Grain Co. Mr. Lyon will continue to buy grain until June 1, after which the Farmers company will use the elvtr. for a storehouse.

Rockford, Ill.—The Chick Mfg. Co. fortunately escaped damage in a recent dust explosion. Dust had collected in an electric motor and was ignited by a spark. As it happened about 10:30 in the morning, no damage resulted.

Bishop Hill, Ill.—Our big lumber shed, 52x70 ft., with shed 18x70 ft., fully stocked, was destroyed by fire April 20. Fire started on the roof at noon. About \$10,000 loss. Do not know as to rebuilding a new shed until directors meet. We are now repairing our elvtr.—H. L. Krans, mgr., Galva Co-op. Grain & Supply Co.

Oreana, Ill.—The Oreana Grain Co. has dissolved and is now the A. & O. Grain Co. and has been so for the past two years. We are operating two elvtrs. here, one at Greenswitch and two at Argenta. The ones at Argenta were until two years ago the Argenta Grain & Mfg. Co.'s plants. This company is also dissolved.—A. & O. Grain Co.

Waynesville, Ill.—I am starting in a grain company here along the lines I think a farmers' grain company should be organized and operated. We will have no directors, will not incorporate, and the contract of the members or stockholders will not involve any responsibility on their part, and yet the contract will be worth more money than stock in farmers' companies usually is.—Calvin Gambrel.

Peoria, Ill.—Walter Mueller, 29, son of Mayor Louis Mueller, head of the Mueller Grain Co., was drowned in the high waters caused by the recent cloudburst. The young man was employed in the office of a coal company five miles south of Peoria on Le Marsh creek. This stream was flooded when the river dikes gave way and Mueller was carried off the roof of the office where he and a companion had taken refuge.

Springfield, Ill.—Senate Bill 393, designed to exempt Gov. Small or any other of the so-called constitutional officers of the state from ouster proceedings brot under the quo warranto act, has been passed by the Senate by a vote of 38 to 11. Evidently Gov. Small is determined to keep the interest he collected on state funds while serving as state treasurer and also retain his position at the head of the state government.

Springfield, Ill.—Senator Harold C. Kessinger's bill to put the Chicago Board of Trade under state regulation was referred to the license and miscellany comite on May 19. This is taken to mean its death blow as the members of this com'te are largely Chicago men. If the bill had been more popular it would likely have been referred to the agricultural com'te, which is composed largely of farmers in sympathy with the measure.

CHICAGO NOTES.

Henry Gillett, a former member of the Board of Trade, died suddenly at his home in Barrington, Ill., May 12.

Armour Elvtr. "C," now designated as the "Quincy Elvtr.," has been declared regular by the directors of the Board of Trade. It is being operated by the Quincy Elvtr. Co.

Central Elvtr. A has been declared not regular for delivery of grain on future contracts on the Board of Trade. There are about 700,000 bus. of all grains in the elvtr., which is being operated as a private house.

INDIANA

Kitchel, Ind.—We are installing a 15-T truck scale.—Kitchel Grain Co.

Hazleton, Ind.—The elvtr. of the Princeton Mfg. Co. is not in operation.—X.

Onward, Ind.—The Onward Grain Co. has installed electric motors in its elvtr.

Columbia City, Ind.—Albert Walter is operating the Monarch Mills at present.—X.

Perkins (Terre Haute p. o.), Ind.—Cottrell Bros. operate the only elvtr. here.—X.

Deerfield (Ridgeville p. o.), Ind.—Teagarden & Grow is a new grain firm here.—X.

Shipshewana, Ind.—The Wolf Grain Co. is installing new Sidney elevator equipment.

Coles Station (Swayzee p. o.), Ind.—Chas. F. Naber & Co. is installing a Sidney Manlift.

Twelve Mile, Ind.—The Farmers Elvtr. Co. may install electric power and a hammer mill.

Washington, Ind.—Igleheart Bros. of Evansville have bot the elvtr. of the Spink Mfg. Co.

Hazleton, Ind.—Igleheart Bros., Inc., has bot the business of Garrett & Antell.—Fred Antell.

Sycamore (Greentown p. o.), Ind.—Howard Cranor is considering installing a J-Bee Mill in his elvtr.

Summit (Ashley p. o.), Ind.—J. W. Zimmerman is mgr. of the Summit elvtr. for me.—Frank Strook.

De Motte, Ind.—Al Konovsky is building a \$5,000 addition to his elvtr. and making the plant up-to-date.

Columbus, Ind.—We are installing a truck dump to take the place of our wagon dump.—John H. Schaefer.

Auburn, Ind.—The Auburn Hay, Grain & Coal Co. is out of business, elvtr. on N. Y. C. tracks not operating.—X.

Kingsbury, Ind.—The Mitchell Grain Co. sold its business to the Holmes Supply Co. in February, 1927.—L. Mitchell.

Tunnelton, Ind.—The mlg. plant at this place ceased to operate a few years ago and we have neither mill nor elvtr. here now.—X.

Raub, Ind.—The Raub Elvtr. Co. incorporated, capital stock, \$25,000; directors, O. E. Powell, J. Glen Steinhart and E. E. Allison.

Lebanon, Ind.—Reveal & Patterson are installing a Sidney Roller Bearing Corn Sheller with tex rope drive and other equipment.

Stockport (Gaston p. o.), Ind.—The postmaster here erroneously reported that the Woodbury Elliott Grain Co. was out of business here.

Poneto, Ind.—The Poneto Grain Co. is installing a combined corn and grain cleaner furnished by the Sidney Grain Machinery Co.

Crawfordsville, Ind.—We are going to overhaul and put our 10-ton Fairbanks-Morse Truck Scales in operation again.—J. F. Cruea, mgr., Farmers Co-op. Grain & Supply Co.

Peru, Ind.—A petition to sell the property of the Farmers Elvtr. Co. was recently filed in court by a com'te of five representing guarantors of notes of the company for \$30,000.

Coatesville, Ind.—Woodson and Paul Darnall have bot the elvtr. of the former's father-in-law, A. J. Smith, and will operate it under the name of the Coatesville Elvtr. & Feed Co.

Tocsin, Ind.—We have a few minor repairs to make and are preparing to paint metal roof of elvtr. and blast pipe from cleaner to dust house.—W. A. White, mgr., Tocsin Farmers Elvtr. Co.

Bluffton, Ind.—Edward Snyder, 54, supt. of the Studebaker Grain & Seed Co's elvtr., died May 6 of heart disease at Ft. Wayne. He had been in the hay and grain business here for over 22 years.

Deedsville, Ind.—Fire caused a loss in the Deedsville Mlg. Co's grain elvtr. here, owned and operated by Fay M. Longstreth, the origin of the fire not being known. The loss is partly covered by insurance.—C.

Sulphur Springs, Ind.—The Wilson Grain Co. is installing a combined corn and grain cleaner, Sidney Manlift, Sidney Roller Bearing Sheller, elevators and other equipment. The Sidney Grain Machinery Co. has the contract.

Anderson, Ind.—The Union Grain & Feed Co. and the Fisher-Lambert Feed & Coal Co. have consolidated, elvtr. included. Will handle grain in carlots. Only other elvtr. in town is the Wellington Mlg. Co.—Thos. C. Fisher, mgr., Fisher-Lambert Feed & Coal Co.

Swayzee, Ind.—Frank Ladd and Rolla Zirkle recently bot the plants of the United Grain & Supply Co. here, at Coles, Herbst and Rich. The new owners then sold the elvtr. at Coles to Chas. Nabor of Fairmount and the elvtr. at Herbst to John Nesbitt. The business here continues under the name of the Swayzee Grain Co.

The Indiana Grain Dealers Ass'n will hold its mid-summer meeting at Lake Wawasee, at the South Shore Inn, June 30th and July 1st. The business sessions will be very interesting but snappy, giving plenty of time in which to create a spirit of good fellowship and to enjoy all the facilities for having a good time.—Chas. B. Riley, Sec'y.

Laketon, Ind.—The estate of the late W. T. Flack, former stockholder in the Farmers Co-op. Elvtr., has had a claim filed against it for \$488.79 by the seven directors of the elvtr. who also filed suit against the stockholders. Mr. Flack signed the agreement between stockholders and directors and the bond indemnifying the latter against loss. The company is now defunct.

Lapaz, Ind.—We have let the contract to the Reliance Construction Co. for feed mixer, corn cracker and power dump. Are also putting in motor to run elvtr. and building and are building wareroom along B. & O. R. R. and installing power freight elvtr. of ½-ton capacity. The building to house this new equipment will be 26x46 with two 7½-h.p. Fairbanks-Morse Ventilated Type Motors.—Chester Hill, mgr., Lapaz Grain Co.

IOWA

Madrid, Ia.—Soderlund Bros. have installed a truck dump in their elvtr.

Spencer, Ia.—The Tuttle Popcorn Co. recently installed a J-Bee grinder.

Ladora, Ia.—The Farmers Supply Co. has extended its charter for 20 years.

Sheffield, Ia.—The Farmers Co-op. Society is installing a J-Bee Mill in its plant.

Laurens, Ia.—I have repaired the annex at my plant here.—C. C. Buck, Iowa Falls.

Bancroft, Ia.—The Wm. Murray elvtr. has been equipped with lightning protection.

Boone, Ia.—The Farmers Co-op. Grain & Livestock Co. has installed a J-Bee Grinder.

Iowa Falls, Ia.—The Farmers Co-op. Elvtr. Co. recently added a new office to its plant.

Des Moines, Ia.—Geo. P. Sexauer & Son are opening a branch grain and seed business here.

Klemme, Ia.—The North Iowa Grain Co. has installed new 10-ton auto truck scales in its plant.

Otteson, Ia.—The Farmers Co-op. Elvtr. Society has equipped its elvtr. with lightning protection.

Havelock, Ia.—The Farmers Elvtr. Co. will build an addition to its plant to house a J-Bee Grinder.

Ware, Ia.—I have put in a new pan and repaired the annex at my plant here.—C. C. Buck.

Blairsburg, Ia.—I have put in new 10-ton truck scales at my elvtr. here.—C. C. Buck.

Ionia, Ia.—John Meyer and Nick Jacobs have bot the Gilchrist elvtr. business and took possession May 14.

Rolfe, Ia.—The firm of Charlton-Larson was changed to the Charlton Grain Co. on May 1. Charlton Grain Co.

Boone, Ia.—The elvtr. formerly operated by the Gifford Grain Co., which burned, has never been replaced.—X.

Alton, Ia.—D. T. Hoxmeier is now mgr. of the Farmers Mutual Co-op. Co., having succeeded Guy Gleysteen.

Gowrie, Ia.—Tom Lyons, formerly mgr. of the Farmers Elvtr., has bot a feed business at Laurens.—Art Torkelson.

Durham (Harvey p. o.), Ia.—There are no grain elvtrs. here, none succeeding Rinehart & Lins who went out of business.

Sioux City, Ia.—F. O. O'Connor, who has been the Fort Dodge mgr. for Lamson Bros. & Co., has been transferred to the local office.

Arthur, Ia.—Thieves recently entered the office of the Crackerjack Co., forced open the safe, but got only \$9 for their trouble.

Alta, Ia.—W. F. Batten, 55, died recently after an illness of four months. He had been mgr. of the Quaker Oats elvtr. for 16 years.

Carroll, Ia.—The storage building of H. J. Mighell's plant was damaged by fire recently, the amount of damage being estimated at \$500.

Sioux City, Ia.—Beryl Triggs, formerly with James E. Bennett & Co. at Storm Lake, has been transferred here where he will be ass't mgr.

Arispe, Ia.—B. S. Petrie, who owns the elvtr. here, operates under the name of B. S. Petrie Coal & Grain Co. He succeeded F. L. Williams.—X.

Storm Lake, Ia.—The elvtr. that I did operate is closed and I am planning on wrecking it some time this summer.—Geo. A. French.

Wieston (Manson p. o.), Ia.—Davis Bros. & Potter are installing a new grain cleaner at their elvtr. here. Carl King is local mgr.—Art.

Lovilia, Ia.—Dunkin & Spencer have succeeded H. W. Kester. They have a grain house but it is not on the railroad. There are no elvtrs. here.—X.

Burlington, Ia.—The Trans-Mississippi Grain Co. is installing two chutes by which grain may be taken from the elvtr. and loaded into barges by gravity system.

Lohrville, Ia.—Davis Bros. & Potter, headquarters Fort Dodge, have leased the elvtr. of the Des Moines Elvtr. Co. and took charge May 16. E. C. Sherwood, formerly with the Des Moines company, continues as mgr.—Art Torkelson.

Glendon (Menlo p. o.), Ia.—The elvtr. formerly operated by the Glendon Exchange is now operated by H. W. Moyer. This is the only elvtr. here.—X.

Piper (Rockwell City p. o.), Ia.—The Farmers Elvtr. Co. has just finished painting its elvtr. Ira J. Miller is mgr.—Art Torkelson.

Gifford, Ia.—The H. N. Edmondson Grain Co. is building a 24-ft. addition to its elvtr. to house a No. 4 J-Bee Hammer Mill which will be operated by a 50-h.p. engine.

Story City, Ia.—Ira Christensen has resigned as mgr. of the Farmers Grain Co. and has accepted a position as internal revenue agt. His resignation takes effect June 15.

Owasa, Ia.—Wm. T. Murphy, formerly in the employ of the Penick Ford Co. of Cedar Rapids, has been appointed mgr. of the Farmers Elvtr. Co., succeeding Earl R. Peterson.

Rolfe, Ia.—Davis Bros. & Potter of Fort Dodge, who operate a line of elvtrs., have bot the site of the Rolfe Grain & Mfg. Co. and will build an elvtr. of 75,000-bu. capacity.

Fort Dodge, Ia.—Lamson Bros. & Co. are changing mgrs. here. L. H. Burleson, who was formerly connected with the Updike Grain Co. at Sioux Falls, S. D., is the new mgr.

Garden City, Ia.—The elvtr. of the Quaker Oats Co., containing 8,000 bus. of oats and 1,000 bus. of corn, burned May 13. Origin of fire is unknown. The loss is estimated at \$13,000.

Percival, Ia.—Good Bros. elvtr. was destroyed by fire May 2 with a loss of \$10,000. The fire was caused by locomotive sparks igniting a shingle roof. The house will be rebuilt at once.

Sidney, Ia.—We expect to wreck our present elvtr. on account of the federal highway and rebuild on a new site with a house of 7,000-bu. capacity.—R. P. Lindsay, mgr., Sidney Elvtr. Co.

Winfield, Ia.—The Winfield Farmers Elvtr. & Supply Co. is planning to rebuild its elvtr. into a modern house of 20,000-bu. capacity. It will be a cribbed building, iron-clad, with composition roof.

Palmer, Ia.—The Nolan Mill and the crib of the Farmers Elvtr. Co., which was in the north half of the building burned to the ground shortly after noon on April 30. The fire was caused from an engine backfiring and igniting the oil, gas and chaff that had accumulated about the mill. There was no insurance on the mill.

Nevada, Ia.—The Supreme Court of Iowa on Mar. 15 reversed the decision of the Story County District Court in the case of Dunkelbarger v. Brasted. Dunkelbarger brot suit against Brasted to force him to take an elvtr. he had agreed to buy for \$10,000, but the Supreme Court held the agreement void for misrepresentation.

Wall Lake, Ia.—The elvtr., operated by John Ofee, was completely destroyed by a fire which started about 8 o'clock the morning of May 18. The contents of the elvtr. were valued at \$2,000 with no insurance. The building is said to be insured, but estimate of the damage has not been given. This was the only elvtr. in the town. It was owned by Wm. Claussen and leased to the United Popcorn Co.

McGregor, Ia.—The oldest established grain business west of the Mississippi north of Dubuque, changed hands this week when Gilchrist & Co. sold their elvtr. here to W. A. Myers and W. R. Myers, who will take possession June 4 and carry on the business in grain and seeds. Gilchrist & Co. started as grain commission merchants in a rudely built frame warehouse on the bank of the Mississippi here in 1857. It was the year shipping wheat by steamer from river landings in northern Iowa and Minnesota first became big business and Warehouse No. 2, as Gilchrist & Co.'s forwarding place was called, did a hustling trade right from the start, taking in wheat at the back door from the farmers and shoveling it out of the front door onto the boats. The firm in the beginning was William C. Gilchrist and Colin F. Bell. James Gilchrist succeeded his father in the business and later Fred G. Bell took his father's place. The last 20 years, Fred Bell has been pres. of the company. The McGregor elvtr. at one time was one of 35 operated by Gilchrist & Co., in northeastern Iowa and southwestern Minnesota. With full seventy years to its credit the McGregor business is believed to hold the record among grain dealers of Iowa and Minnesota for continuous operation by the same family.—F. L. C.

Flugstad (Duncombe p. o.), Ia.—The Flugstad Farmers Grain Co. is contemplating installing a new air dump this month. E. M. Mulholland is mgr.—Art Torkelson, Lamson Bros. & Co., Fort Dodge.

KANSAS

Atchison, Kan.—Work on the new Pillsbury elvtr. is progressing rapidly.

Harlan, Kan.—We plan to install a truck dump here.—C. A. Kalbfleisch.

Abilene, Kan.—The Farmers Co-op. Elvtr. Co. will discontinue business June 1.

Osborne, Kan.—M. O. Koelsing has installed a truck dump.—C. A. Kalbfleisch.

Kirwin, Kan.—We are repairing our engine.—Farmers Union Co-op. County Ass'n.

La Harpe, Kan.—Wilson & Son are planning to install a new motor in their elvtr.

Ames, Kan.—We have installed a truck dump in our elvtr. here.—C. A. Kalbfleisch.

Wellsford, Kan.—The Dickhut-Miller Grain Co. will install an electric motor soon.

Clyde, Kan.—We recently installed a truck dump in our elvtr.—C. A. Kalbfleisch.

Lewis, Kan.—The Miller Grain Co. of Kinsley has bot the Kansas Flour Mills elvtr.

Alton, Kan.—Leo Miller, formerly with the Meyers-Miller Grain Co., died recently.

Sublette, Kan.—The C. D. Jennings Grain Co. has just completed a 77,000-bu. elvtr. here.

Anson, Kan.—Stayton Bros. are wrecking their old elvtr. and will build a new one.

Gaylord, Kan.—We contemplate installing a truck dump in our elvtr.—C. A. Kalbfleisch.

Sublette, Kan.—The Sublette Grain Co. is adding a 100,000-bu. storage unit to its plant.

Claudell, Kan.—Dan C. Kalbfleisch has bot the elvtr. of Rose & Wall and will take possession June 1.

Tice, Kan.—The C. D. Jennings Grain Co. is building an elvtr. here of about 77,000-bu. capacity.

Colby, Kan.—E. Anderson is now mgr. of the Farmers Elvtr. Co.—H. S. King, Colby Mill & Elvtr. Co.

Axtell, Kan.—The Farmers Union Co-op. Elvtr. has equipped its plant with lightning protection.

Offerle, Kan.—The Offerle Co-op. Grain & Supply Co. has added a line of implements, oil and gas.

Natrona (Preston p. o.), Kan.—J. V. Harkrader has bot the Kansas Flour Mills elvtr. at this station.

Harper, Kan.—The Arning Grain Co. has succeeded the Harper Co-op. Equity Union. E. I. Hull is mgr.

Cullison, Kan.—Mr. Bryant has succeeded Roy L. Miller as mgr. of the Farmers Grain & Mercantile Co.

Salina, Kan.—Roy Dunmire has succeeded Geo. B. Flack as mgr. of this branch of Wolcott & Lincoln, Inc.

Galatia, Kan.—One side of the elvtr. roof of the Robinson Mfg. Co. was torn off by the windstorm of May 7.

Studley, Kan.—The C. E. Robinson Elvtr. Co. suffered a small loss to its plant by windstorm on May 9.

Elmer (Hutchinson p. o.), Kan.—The Consolidated Flour Mills Co. had a small loss by windstorm on May 7.

Darlow, Kan.—The plant of the Consolidated Flour Mills Co. was slightly damaged by a windstorm on May 7.

South Haven, Kan.—We have leased the elvtr. formerly owned by Chas. Miller.—Stevens-Scott Grain Co., Wichita.

Dillwyn, Kan.—The elvtr. of the St. John Mills has just completed installing a new Kewanee Truck Dump.

Seguin, Kan.—The West elvtr. of the C. E. Robinson Elvtr. Co. was slightly damaged by a windstorm on May 9.

Collano (not p. o.), Kan.—Geo. Gano is building an elvtr. at a switch between Plains and Missler on Rock Island.

Hardtner, Kan.—We are building a 10,000-bu. elvtr. for J. Achenbach, of frame iron clad construction, using motor power, truck scale, truck dump, automatic scales, etc.—Star Engineering Co.

Bellefont, Kan.—We intend to rebuild the coal sheds and office at our elvtr. soon.—Offerle Co-op. Grain & Supply Co.

Alden, Kan.—The Farmers Co-op. Grain, Mfg. & Mercantile Ass'n has had its plant equipped with lightning protection.

Rush Center, Kan.—Geo. Gano of Hutchinson recently bot the other two elvtrs. here.—M. J. Heaton, Farmers Co-op. Co.

Wichita, Kan.—D. C. Winans, formerly of Dodge City, has been appointed ass't mgr. of the Farmers Commission Co.

Kirwin, Kan.—We anticipate putting in a truck dump before the crop moves.—C. M. Als-pach Grain & Implement Co.

Calista, Kan.—Wm. Hartley, former mgr. of the Larabee Flour Mills Co., is now mgr. of the Calista Grain & Mercantile Co.

Preston, Kan.—The Dickhut-Miller Grain Co. will make extensive repairs on its elvtr. here and have the building iron-clad.

Newton, Kan.—The additional storage unit being built by the Consolidated Flour Mills Co. will have a capacity of 100,000 bus.

Hiawatha, Kan.—A district meeting of the Kansas Grain Dealers Ass'n will be held here during the fore part of next month.

Norton, Kan.—We plan to erect a storage warehouse before the summer is over.—A. H. Sidebottom, Peerless Flour Mills Co.

Plains, Kan.—Kaufman took Claude Holmes' place with the Plains Equity Exchange.—Earl F. Williams, Scoular-Bishop Grain Co.

Eudora, Kan.—A new organization, which will be chartered under the 1921 operative law of Kansas, has bot the Farmers Union Elvtr.

Grantland, Kan.—The J. J. Merillat elvtr. was destroyed by fire May 2 with a loss of \$12,000. The plant will probably be rebuilt at once.

Englewood, Kan.—J. E. Caton, formerly mgr. of the Farmers Co-op. Grain & Mercantile Co. at Shook, is now mgr. Farmers Elvtr. Co.

Durham, Kan.—Owing to damage by a severe windstorm it was necessary to replace some of the iron siding on the C. E. Robinson elvtr.

Missler, Kan.—Art Myers has taken Less Gumm's place with the Co-op. Equity Exchange.—Earl F. Williams, Scoular-Bishop Grain Co.

District meetings of the Kansas Grain Dealers Ass'n will be held at Topeka on May 26 and at Atchison and McPherson the following week.

Shook (Anthony p. o.), Kan.—P. A. Solomon has succeeded J. E. Caton as mgr. of the Farmers Co-op. Grain & Mercantile Co.—Bill Kopp.

Big Bow (Johnson p. o.), Kan.—Collingwood Bros. will build an elvtr. here. This is a new town recently started on the new Santa Fe line.

South Haven, Kan.—The private elvtr. of Gillis R. Miller was not operated last season and there is no indication of it being this year.—X.

Stark, Kan.—The Farmers Elvtr. will undergo a general overhauling and a truck dump will be installed. Chalmers & Borton will do the work.

Oberlin, Kan.—My partner, Homer Hitchcock, has just returned to work from a seven months' illness.—Oscar Lohoefer, Lohoefer & Hitchcock.

Great Bend, Kan.—Forty-four grain men from adjacent territory held a meeting here May 16 under the auspices of the Kansas Grain Dealers Ass'n.

Cullison, Kan.—I have bot a half interest in the Dickhut Grain Co. The new firm will be known as the Dickhut-Miller Grain Co.—Roy L. Miller.

Colby, Kan.—V. M. Harris has succeeded the firm of Harris & Haynes and will hereafter operate under the name of Harris Grain & Seed Co.—V. M. Harris.

Nekoma, Kan.—Frank Maresch, prop. of the Maresch Grain Co., sold its elvtr. to the Morrison Grain Co. of Kansas City a few weeks ago.—M. T. Moran.

Great Bend, Kan.—The Barton County Flour Mills Co. has awarded the contract to the Jones-Hettelsater Construction Co. to erect a 70,000-bu. elvtr. headhouse.

Iuka, Kan.—I have bot the Rea-Patterson Mfg. Co. and the Kansas Flour Mills Corporation elvtrs. here and will place them in operation immediately. Minor repairs and improvements may be necessary. I will place someone in charge temporarily, retaining my position with the Farmers Elvtr. at Pratt.—C. W. Sittin.

Wichita, Kan.—The A. F. Baker Grain Co. has succeeded the Baker Evans Grain Co. Chas. M. Evans is now engaged in business under the name C. M. Evans Grain Co.

Conway Springs, Kan.—It is reported that C. C. Smith, elvtr. owner here, has also bot the elvtr. of the Farmers Co-op. Elvtr. Co. which will go out of business.

Dodge City, Kan.—A new five-story hotel is being built here which will be christened by the Kansas Grain Dealers Ass'n at its annual meeting to be held here next spring.

Jetmore, Kan.—Am putting in a 3,000-bu. bin for handling pool wheat. The pool has two more years to run here. Also putting in new belt and cups.—Art Ling Grain Co.

Wilmore, Kan.—The elvtr. belonging to the Fisher estate and formerly operated as the Fisher Grain Elvtr. Co., is being wrecked and an oil station will be built on its site.

Wichita, Kan.—"Bill" Burris broke his wrist recently while cranking his Ford. He is still incapacitated, tho hopes to be in condition to handle his share of the new movement.

Seward, Kan.—We have leased the elvtr. belonging to the Farmers Elvtr. Co. and will operate it in connection with the one we own here.—Stevens Scott Grain Co., Wichita.

Dighton, Kan.—The Farmers Elvtr. Co. is installing SKF Ball Bearings on the head and line shaft of its elvtr. John Sowers has succeeded Guy Miller as helper at this plant.

Fowler, Kan.—We are installing two fully enclosed Fairbanks Motors, an 8-bu. Richardson Automatic Scale, and other equipment for the A. R. Upp Grain Co.—Star Engineering Co.

Penalosa, Kan.—Have leased our elvtr. here to J. Ross Knappenberger, who has been buying for me, and he will engage in the grain business for himself this season.—Dickhut Grain Co.

Wellsford, Kan.—We are installing an air dump and a Fairbanks-Morse Electric Motor this spring and figure on enlarging the plant some, if we have time.—Melvin B. Norby, Norby Grain Co.

Amy, Kan.—The Farmers Elvtr. Co. of Dighton has bot the elvtr. of the Kansas Flour Mills Co. and is completely overhauling it and installing a truck dump and a 10-ton heavy duty scale.

Fowler, Kan.—We are installing a 15-ton Fairbanks Truck Scale, and double distributing spout, with steel bin spouting, and other equipment, for the Fowler Equity Exchange.—The Star Engineering Co.

Salina, Kan.—The Shellabarger Mill & Elvtr. Co. has let the contract for a 150,000-bu. storage addition to the Eberhardt Construction Co. Chalmers & Borton will do the concrete work. Work is starting at once.

Wichita, Kan.—H. F. Braly of the Braly Grain Co. has not gone to California, he is not in the real estate business, but is still a member of the Wichita Board of Trade and devoting his time to the grain business.

Clay Center, Kan.—The new 100,000-bu. elvtr. being built for the Shellabarger Mill & Elvtr. Co. by the Eberhardt Construction Co. is nearing completion. This elvtr. is an addition to the old Snell mlg. property.

Dodge City, Kan.—We are now operating under the name of the Dodge City Coal & Grain Co. The firm was formerly known as the Alfalfa Coal, Grain & Supply Co.—T. E. Young, ass't mgr., Dodge City Coal & Grain Co.

Norwich, Kan.—We bot the old elvtr. known as the Norton elvtr. and have run cement bottoms in bins, dumps and pit, and will cover the sides and roof with iron.—C. G. Johnston, mgr., Farmers Co-op. Elvtr. & Supply Co.

Bazine, Kan.—Kuehn & Gano have bot the elvtr. of Geo. Stuelken. This gives Mr. Gano three elvtrs. here, leaving only the Walnut Creek Mlg. Co.'s elvtr. and our own.—W. McCaffery, mgr., Farmers Grain & Elvtr. Co.

Emporia, Kan.—Lightning struck the 7-tube radio broadcast receiver used for taking the markets by the Rice Grain Co. during a recent electrical storm. Mr. Rice was absent, but the night watchman prevented further damage than the destruction of the radio set.

Hutchinson, Kan.—The elvtr. of the Larabee Flour Mills Co. was recently damaged by a tornado. The mill building was not damaged. The damage, about \$25,000, was covered by insurance. Repairs will be made at once and operations will not be affected.

Florence, Kan.—The Kansas Flour Mills is now doing business in its new elvtr. The building is the property of Ed Rohrer, who formerly operated an elvtr. here. The elvtr. has a capacity of about 15,000 bus. and is iron-clad.

Salina, Kan.—Ode to Ed: Thirty-one years of toil and fight, with all his talents and all his might, unselfishly striving to gain the right; works all of the day and most of the nite—that's our old friend Smiley.—W. A. Talbot.

Larned, Kan.—The mill of the Bowen-Oglesby Co. was struck by lightning May 7 and was damaged considerably by fire and water. It will be about 6 weeks before it will be in shape to operate.—F. W. Wirt, mgr., Kansas Grain Co.

Topeka, Kan.—The Moore-Lowry Co. will electrify this plant and will build some new storage. There will be some new machinery and the mill will be refloved.—C. O. Chamberlin, supt., Inter-Ocean Mill Elvtr. of Moore-Lowry Co.

Topeka, Kan.—James E. Bennett & Co. closed their wire office here on May 21. B. C. Christopher & Co., with Lamson's wire, and Empire Commission Co., with Uhlman's wire, are the two wire houses remaining here.—C. L. Parker Grain Co.

Wichita, Kan.—Four hundred workmen recently finished the 20 wheat storage tanks constructed for the Kansas Mlg. Co. after working in three shifts for 11 days continuously. Work did not stop except for a few minutes during a hail storm.

Earlton, Kan.—The Wickard Grain Co. has the only elvtr. here and we operate it under the name of George Bros. We also handle feed, coal and hay. We own the only elvtr. in Thayer but have it leased to the Eaton Grain Co.—George Bros.

Dodge City, Kan.—We are installing new motor dust sucking machine and spouting in top of our elvtr. Will also make some other minor improvements. Our increased feed demand is our reason for these improvements. We are also installing elvtr. in our warehouses.—G. W. Glenn, mgr., Dodge City Co-op. Exchange.

Hutchinson, Kan.—The Board of Trade recently held open house on its new enlarged trading floor. New equipment and furniture has been placed on the floor. The blackboard facilities have been enlarged. The new trading floor occupies 260 sq. yds. of space, three times more than the old one. Twelve new tables replace the eight old ones.

Burrton, Kan.—The Halstead Mlg. & Elvtr. Co. razed its old elvtr. here and is moving its iron covered one to the foundation of the old. This will give ample room to handle empty and loaded cars. The wooden building torn down was built in 1875 and rebuilt in 1904, using most of the lumber of the old one.—D. T. Davis, mgr., Halstead Mlg. & Elvtr. Co.

Jetmore, Kan.—I am remodeling the elvtr. bot of the Jetmore Co-op. Elvtr. Co. Am installing a new loading out spout to run to air loader and permit loading of more than one car. An all-steel air dump is also being installed. Our store building is being repainted, probably for the first time since its erection back in the '80's.—J. A. McDowell, prop., Jetmore Elvtr. Co.

Ford, Kan.—We just built a 20x40-ft. iron clad full concrete basement warehouse equipped with an electric lift. This is used for storing of the more valuable articles comprising our side lines including potatoes, salt, flour, feed, washing machines, Fairbanks-Morse Windmills, etc. We also just had erected 47,000-gals. of gasoline storage used in our wholesale trade. These consist of three steel tanks, etc. A new concrete lock garage measuring 24x26 ft. was put up earlier this year to accommodate our two Chevrolet one-T trucks utilized for delivery.—J. L. Hipple, mgr. Ford Co-op. Exchange.

Norton, Kan.—Twenty shippers held a banquet here the evening of May 19. E. J. Smiley reviewed legislative activities of the last sessions of the state and national law making bodies. The taking of the inspection department out of the hands of politics and the defeats of the metric system bill were stressed. Cigars were liberally distributed by A. H. Sidebottom of the Peerless Flour Mills Co. of Norton. Country shippers present were O. F. Lohofener, Oberlin; W. W. Waldo, Traer; Joe Metts, Dresden; J. M. Decker, Concordia; J. M. Decker, Jr., Kansas City; S. C. Mahaffey, Norton; A. H. Sidebottom, Norton; J. R. Wycoff, Norcatour; J. F. Graham, Densmore; G. H. Graham, Alma; Jay Groom, Alma; L. E. Graham, Alma; D. M. Conway, Norton.

Liberal, Kan.—On June 1 we will shut down our plant for a complete remodeling. At this time a complete line of Allis-Chalmers mlg. machinery will be installed and we will then have one of the most modern mills in the southwest. In addition we will install a new bleaching system in addition to the two now being used. It will take about 30 days to complete the work.—W. E. Bush, Light Grain & Mlg. Co.

Wichita, Kan.—I. H. Blood was elected pres. of the Wichita Board of Trade at the annual election May 10. Chas. A. Baldwin is vice pres. New directors are Lon H. Powell, J. H. Beyer, W. H. Smith, James G. Dixon. Hold-over directors are A. F. Baker, Roy R. Roth, H. Braly and Dave Jackman. The new officers and directors will be seated June 1. Mr. Jackman was recently elected to the directorship of the Board of Trade to fill the vacancy caused by the resignation of Roger Hurd.

Hutchinson, Kan.—Wheat trains will be operated on both the Santa Fe and Rock Island railroads thru Kansas this summer in co-operation with the State Agricultural College. The train will start at Osborne July 18, on the Santa Fe, and will operate thru central and western Kansas until July 30, winding up at Newton. The train will then be turned over to the Rock Island and will operate in southwest and northern Kansas, starting at Liberal Aug. 3 and ending the tour at Mankato Aug. 11.

Caldwell, Kan.—All charges against J. E. Damon, mgr. of the Damon Grain & Produce Co. and the Doster Elvtr. Co., have been dropped. Mr. Damon was convicted at two different times on several counts of violating the state warehouse law, which states that public elvtrs. and warehouses must take out a license with the grain inspector and give bond of \$5,000 to \$50,000, the amount of which is set by the state grain inspector at Topeka. Penalty to provide bond means a \$100 fine on each day business is carried on without bond.

Dorrance, Kan.—The elvtr. here known as the Weber elvtr., belonging to the Weber Mlg. Co. of Salina, has been sold and wrecked as junk and bot by a farmer. It was reported that an elvtr. was to be built on that location, but no work has been done, and do not consider the report reliable, altho there may be a house built on this location this year. The old elvtr., bot by Herbel and moved by Helms Bros., was an old house that was bot from the Wilson Flour Mills on the site that is now occupied by our house. It was sold to a farmer named Peter Steinle and moved a short distance, but never operated, as he bot it for use on his farm.—W. D. Henderson, mgr., Dorrance Elvtr.

New members of the Kansas Grain Dealers Ass'n are Botkin Grain Co., F. E. Botkin, mgr., Danville; E. N. Brown, Maize; Farmers Co-op. Equity Co., H. V. Thompson, mgr., Isabel; Chas. Burle, Hinton Spier (Anthony p. o.); G. T. Price of Manchester, Okla., who operates an elvtr. at Waldron, Kan., and Harpers Farmers Union, E. I. Hull, mgr., Harper; Joe Hall, prop., Hall Grain Co., Dodge City; Roy V. Stuart, Ford; J. F. Dannerher, mgr., Bucklin Mlg. Co. Bucklin; Farmers Elvtr. Co., T. O. McMining, mgr., Sitka; J. A. Foltz, Grain Co., Homer Station (Russell p. o.); Lohofener & Hitchcock, Oberlin; W. O. Landon, mgr., Kanona Equity Exchange, Kanona; Ted Branson Co., J. Lynch & Co., and Faith Grain Co., all of Salina; Missing Bros. Elvtr. Co., Brookville; Farmers Union Co-op. Co., Mound Valley; George Bros., Earlton.

Phillipsburg, Kan.—Twenty-three grain dealers held a "Dutch treat" here on May 20. The Shannon Grain Co. furnished the after-dinner accessories. J. T. Hill of the Four County Grain Co. and Logan county representative to the state legislature told of bills passed and defeated the past session which were of interest to grain dealers of the state. Jack Baker, traffic commissioner of the Kansas Grain Dealers Ass'n, warned of practices, or rather lack of practices, in caring for scales and shipments which cost grain dealers untold sums. E. I. King of E. I. King & Co., Logan, interestingly told of grain days of yore. Abram Troup, postmaster at Logan and sec'y of the Seed Wheat Pool Ass'n, told of the problems confronting those active in this work. J. M. Decker, Concordia, brot up problems of scale testing and claim collections, followed by a general discussion. J. B. Garlow, Fairbanks-Morse & Co., told of precautions scale owners should take. Among those present were E. I. and H. M. King of Logan, W. H. and P. G. Bandt of Phillipsburg, J. T. Hill of Logan, Bert Finch of Prairie View, Harry M. Clark, Gretna, Will and W. E. Nichols, Glade; Fred Henricks, Athol.

KENTUCKY

Somerset, Ky.—A portion of the mill roof of the Somerset Mfg. Co. was torn off by wind on May 13.

Kuttawa, Ky.—The Kuttawa Mfg. Co. had a small loss on Apr. 29 when lightning struck the smokestack, cutting off the top.

Hopkinsville, Ky.—The principal unit of the Cme Mills, Inc., which burned recently, will be rebuilt. Contract was let to the Jones-Lettsater Construction Co.

Louisville, Ky.—The 1,000,000-bu. elvtr. now under construction for the Ballard & Ballard Co., which will cost approximately \$250,000, will be completed and have grain in it by July 15. There are 24 wheat bins, 23 ft. in diameter and 35 ft. high. The headhouse, which will contain all of the machinery, is 105 ft. high. The Stevens Engineering Co. is doing the work.—P.

MARYLAND

Baltimore, Md.—Louis Slembecker has succeeded Clarence A. Fischer as sec'y of Dennis & Co., Inc., grain commission merchants.

MICHIGAN

Bay City, Mich.—The Chatfield Mfg. & Grain Co. is installing a Sidney Manlift.

Muir, Mich.—We do not know the cause of the fire which burned our warehouse May 4. We do not contemplate building at present.—E. S. Tanner Elvtr.

Muskegon, Mich.—The Peoples Mfg. Co. is installing new machinery which will double the capacity of the local plant in the production of commercial feeds.

Lakeview, Mich.—The Lakeview Mfg. Co.'s plant was burned early the morning of May 10. The building contained 4,000 bus. of dairy feed and 1,000 bus. of wheat. Origin of the blaze is unknown.

Pentwater, Mich.—The Pentwater Lumber Co. is handling grain and operating the elvtr. bot from me. The business at Mears was sold to Frank W. Downing who is not handling grain at present.—G. T. Sands.

Adrian, Mich.—The Lessen Grain Co. of Buffalo, N. Y., has bot the mill and elvtrs. formerly operated by the Detroit Mfg. Co. F. L. Kingsley, who is associated with the company at Buffalo, has been made supt. of the local plant and is supervising the installation of new motors and other equipment.

Woodbury, Mich.—Gilbert Clarke, 22, and Wright Everett, 18, confessed recently to breaking into the elvtr. of Smith Bros., Velte & Co. and taking 2½ bus. of June clover seed valued at \$75 and a like amount of alfalfa seed valued at \$50. The seed was buried in a strawstack and most of it was recovered.

Vickeryville, Mich.—The Rockafellow Grain Co. is building a new elvtr. and two warehouses here to take the place of the plant which burned last December. Two mills are being constructed, one for beans and one for grain. It is expected the new buildings will be completed by June 15. A Sidney Manlift will be installed in the new plant.

MINNESOTA

Paynesville, Minn.—The Leonard Garding Elvtr. is installing a Winter's Direct Elvtr. drive.

Hawley, Minn.—A Winter's Direct Elvtr. drive is being installed in the Hawley Farmers Elvtr. Co.

Dawson, Minn.—Mail addressed to R. J. Benson & Co. has been returned marked "Out of business."

Gibbon, Minn.—The Gibbon Roller Mill, which recently burned, is remodeling a local plant and installing a Winter's Truck Dump.

Duluth, Minn.—W. H. Sutherland, sec'y of the Duluth-Superior Mfg. Co., which also operates an elvtr., returned recently from Rochester where he had undergone an operation.

Echo, Minn.—The Echo Mfg. Co.'s plant burned recently about 7 o'clock in the morning. Loss on the mill property was complete. There was \$18,000 insurance on the mill and machinery and \$6,000 on contents. The mill was built 30 years ago. Elvtr. B, adjoining the mill property, was not damaged by the fire.

Northfield, Minn.—Campbell's Incorporated, Inc., capital stock \$50,000, to buy, sell and deal in wheat and other grains, by L. G. and J. S. Campbell and R. O. Sullivan.

Park Rapids, Minn.—Repairs are being made to the Farmers Produce Exchange plant, including painting and repairing the elvtr. A new dump and scale will also be installed.—F. J. Johnson, mgr.

Humboldt, Minn.—We are putting up lighting rods, painting, installing Fairbanks Motors, a Strong-Scott Air Dump and making other minor repairs.—R. L. Kempp, mgr., Farmers Mutual Elvtr. Co.

Fosston, Minn.—We had our elvtr. iron-clad on side and roof last month. We are considering putting on a flat house, 28x80 ft., for flour, feed, seed and twine.—O. A. Thompson, mgr., Farmers Elvtr. Co.

Echo, Minn.—The Farmers Warehouse Ass'n has awarded contract to the T. E. Ibberson Co. for the erection of a feed mill installation and the remodeling of Elvtr. No. 2. New driveway legs, etc., will be installed; a 20-inch Diamond Feed Mill to be used; a Strong-Scott Dump, Fairbanks 10-ton Dump Scale; power to be furnished by Fairbanks-Morse Enclosed Motors. Complete feed mill equipment will be installed. The work will be started at once.

Worthington, Minn.—The firm of E. P. St. John & Son recently acquired the elvtr. property formerly owned by Greig & Son of Estherville, Ia., and the plant is being newly equipped and enlarged. The present capacity of the elvtr., 30,000 bus., is being increased to 40,000 bus. Have new 10-ton scale and are adding a two-story warehouse, 24x48, with a power lift and installing seed cleaner and grain scalper. We have no interest in the St. John Seed Co.—B. P. St. John.

MINNEAPOLIS LETTER.

Pat Mallon, formerly with the Washburn-Crosby Co. and later with the McCaul-Dinsmore Co., will engage in business in the east.

The membership of E. J. Barry in the Chamber of Commerce has been transferred to Walter R. Paul and that of B. Brynteson to Rene T. Paradis.

The Broker-Lydiart-Hatch Co. incorporated; capital stock, \$100,000; to deal in grains and cereals, by H. W. Broker, Frank C. Lydiart and Lee S. Hatch.

The Archer-Daniels-Midland Co. has opened an extensive grain merchandising department with offices in the Flour Exchange Building. W. G. Kellogg, Ralph Bruce and M. R. Walsh will operate this department.

Logan & Bryan did not take over Armour's wire to Minneapolis. They did lease from the Chamber of Commerce the space formerly occupied by the Armour telegraph office, this space to be added to Logan & Bryan's present office.—C. A. Saunders, mgr., Logan & Bryan.

Guy A. Thomas, former director and general sales mgr. of the Washburn-Crosby Co., was recently ordered by the court to sell his 2,446 shares of common stock to the company for their book value of \$402,244, instead of the \$856,100 he claimed they were worth on the open market. Thomas brot suit against the company to block enforcement of an amendment to its charter giving it the right to buy in all common stock owned by persons not in its employ. The common stock was sold only to employees. Thomas bot his shares over a period of 35 years while in the employ of the company. When he resigned the company attempted to enforce its right to purchase the stock at its book value.

MISSOURI

St. Charles, Mo.—Geo. Null's elvtr. was recently damaged by fire.

Freeburg, Mo.—The Producers Exchange has equipped its elvtr. with lightning protection.

Tipton, Mo.—Lightning was the cause of a total loss to the plant of R. L. Wehmeier on May 13.

Carl Junction, Mo.—Mr. Church of Kansas City is now in charge of the elvtr. of the Milton Mfg. Co.

St. Joseph, Mo.—Geo. W. Carter, pres. of the Carter-Williams Grain & Coal Co. before a voluntary petition in bankruptcy was filed in 1922, was recently sentenced to a year and a day in federal prison and fined \$2,000 for concealing about \$8,000 from creditors.

Barnett, Mo.—Windows were broken in the Barnett Farmers Elvtr. Co.'s plant by a wind-storm on May 8, and the stock was wet by rain.

Bates City, Mo.—Hubert Roach has resigned as mgr. of the Bates City Elvtr. & Mercantile Co. to accept a position with the Rudy-Patrick Seed Co. of Kansas City.

Parkville, Mo.—Mr. and Mrs. L. A. Fuller celebrated their 37th wedding anniversary April 23. Mr. Fuller was former pres. of the Kansas City Board of Trade.

Springfield, Mo.—The Holland-O'Neal Mfg. Co. has discontinued business. Frank O'Neal and his son will engage in the grain and feed brokerage business under the name of O'Neal Sales Co.

Larussell, Mo.—The Morrow-Kidder Mfg. Co. of Carthage has bot the elvtr. here belonging to the Aurora Mfg. Co., which is liquidating its assets, having decided to go out of business since the fire that destroyed its Aurora plant.

La Due, Mo.—Thieves forced an entrance to our elvtr. office and looted our safe, but got nothing of value, as we have never left money in our safe since it was looted two years ago, when they got \$45.40.—Otto Volkmann, mgr., La Due Grain & Supply Co.

Malden, Mo.—The statement published in the Journal to the effect that suit was brought against the Southeast Missouri Grain Co. by W. H. Kelly for damages as the result of an accident was in error. We are pleased to say that no suit has been brought.

KANSAS CITY LETTER.

R. J. Anderson, until recently with the Moore-Lowry Flour Mills Co. as sales mgr., has bot an interest in the Rosedale Mfg. Co.

M. S. Sloan of New York, brother of Tod Sloan of B. C. Christopher & Co., and Chas. Lonsdale of this place have been elected to the Board of Directors of the United States Chamber of Commerce.

Creditors of Houston, Fible & Co., who failed in 1923, expect to receive a final 6 per cent dividend. This results from a claim of J. W. Perry, trustee, of \$191,000 against the government for overpayment of income taxes between 1913 and 1922. In addition the government is expected to pay interest amounting to \$85,000. Ninety per cent dividends have been paid so far.

ST. LOUIS LETTER.

The Merchants Exchange has discontinued New York Stock Exchange quotations on its board.

The Merchants Exchange has again opened its smoking room to the public. Thirty-day complimentary tickets of admission are issued to friends of members upon recommendation of a member in good standing.

The State Supreme Court has dismissed the suit against the Merchants Exchange by Isaac T. Rhea. It was filed when the Exchange fixed a settlement price on corn sold in 1917 on future contracts. A suit filed by Mr. Rhea against the Schreiner Grain Co. was also dismissed.

The roof of the cupola on the Checkerboard elvtr. A, operated by the Ralston-Purina Co., was blown off recently by a wind storm. Part of the roof of the Burlington elvtr., operated by the Marshall Hall Grain Corporation, and the Rogers elvtr., operated by Langenberg Bros. Grain Co., was also damaged.

MONTANA

Waltham, Mont.—The Montana & Dakota Elvtr. Co. is installing a Winter's Truck Dump.

Laurel, Mont.—The plant which was operated by Walsh & Bridge is now closed and not operated by anyone.—X.

Bozeman, Mont.—We are building an additional 225,000-bu. wheat storage at our flour mill.—Montana Flour Mills Co.

Lewistown, Mont.—It is reported that steps for disincorporating the old Montana Wheat Growers Ass'n have been completed.

Glasgow, Mont.—The first annual convention of the Montana Farmers Grain Dealers Ass'n will be held here June 24 and 25. Earl Hovland of White Tail is sec'y-treas.

Lewistown, Mont.—The site for the proposed new mill to be built by the Grass Range Mfg. Co. has been definitely decided upon, being the plot occupied at present by the old Milwaukee depot.

Joplin, Mont.—B. O. Wilson has resigned as mgr. of the Imperial Elvtr. Co. and the plant has been closed temporarily. The International Elvtr. Co. has also closed its elvtr. for the season, and it is understood the Joplin Grain & Trading elvtr. will also be closed.

NEBRASKA

Arnold, Neb.—The Kearney Flour Mills had a small loss by windstorm on May 7.

Ogallala, Neb.—We will install a new drive and dump in June.—C. A. Welsh Grain Co.

Lexington, Neb.—The Lexington Mill & Elvtr. Co. has moved its offices to the mill and elvtr.

Omaha, Neb.—Wm. J. Hynes, Jr., is now associated with his father in the Hynes Elvtr. Co.

Tobias, Neb.—We have installed an electric motor.—H. G. Clark, agt., W. T. Barstow Grain Co.

Shickley, Neb.—Chas. Witt has succeeded Clarence Kemper as mgr. of the Nye-Jenks Grain Co.

Falls City, Neb.—Our elvtr. suffered only from lightning striking it, probably \$100 damage.—Maust Bros.

Max, Neb.—The Wm. Krotter Co. of Stuart has bot the elvtr. holdings of the Farmers Grain Co.—A. Edwards.

Tecumseh, Neb.—It is reported that R. R. Gilmore of Seneca, Kan., is on a deal to buy the elvtr. of W. C. Evans.

Gladstone, Neb.—We sold our elvtr. on May 19 to John Auda and will give possession June 1.—Hebron Grain Co., Hebron.

Delphi Spur (Lawrence p. o.), Neb.—J. W. Faimon has succeeded C. L. Swigart as mgr. of the H. G. Gerlach Grain Co.

Lincoln, Neb.—The office of the Armour Grain Co., which has been maintained here for the past 15 years, has been permanently closed.

Ponca, Neb.—The elvtr. of O. I. Newton was struck by lightning recently, which knocked off some of the steel roof and burned out an electric meter.

Cody, Neb.—Joseph White will be mgr. of the elvtr. we are building here. The building will be iron-clad and strictly up to date.—W. T. Barstow Grain Co., Lincoln.

Odessa, Neb.—The elvtr. of the Omaha Elvtr. Co. was recently destroyed by fire. This elvtr., which was the only one here, had not been operated for the past 7 years.

Omaha, Neb.—Edward P. Peck, pres. of the Grain Exchange and general mgr. of the Omaha Elvtr. Co., has been elected a director of the United States Chamber of Commerce.

Omaha, Neb.—J. H. Roennfeldt has resigned his position with the Trans-Mississippi Grain Co. to become supt. of the new elvtr. of the A. E. Staley Manufacturing Co. at Decatur, Ill.

Dalton, Neb.—A group of Colorado men headed by H. M. Welsh of Sterling have bot the site of the old Dalton Grain Co.'s elvtr. and will build a modern 50,000-bu. elvtr. for the new crop. The Nebraska-Colorado Grain Co. is also enlarging its capacity.

NEW ENGLAND

Bridgeport, Conn.—Samuel Sussman, grain dealer here from 1911 to 1923, died recently in Hartford from a paralytic stroke. Mr. Sussman was vice pres. of the National Grain Co. before that firm was bot by the Federal Grain Co.

Newburyport, Mass.—The Supreme Judicial Court of Massachusetts on Apr. 4, 1927, decided against Henry P. Rolfe, plaintiff, in his suit for division of grain elvtr. property owned by his father, Moses H. Rolfe, at the time of his death on Apr. 13, 1907. The other heir, a sister of Henry, continued to operate the elvtr. in the name of the estate until Mar. 27, 1925, when she made an assignment to one Arnold for the benefit of creditors, and Arnold sold the property to Walter E. Atkinson, against whom Henry bot suit. The court held that as the estate had never been submitted to the probate court the heirs had no title and could not demand an accounting.

NEW YORK

BUFFALO LETTER.

Wm. B. Gregory, mgr. of the Dakota elvtr. for a number of years, is now in charge of the business of the Buffalo Forwarding Co., grain handlers, connected with the Seneca and Monarch elvtrs.

NEW YORK CITY LETTER.

P. J. McCulloch, formerly representing Rumsey & Co. on the Produce Exchange, is now connected with Lamborn, Hutchings & Co.

Arthur F. Eastman, formerly with the James Stewart Grain Corporation and the Saskatchewan Elvtr. Co., is now representing Hurlburt, Warren & Chandler.

The name of Wm. Beatty has been posted as the regular candidate for pres. of the Produce Exchange to succeed Berthold H. Wunder. Other candidates are Axel Hansen, vice pres.; Walter B. Pollock, treas.; Samuel Knighton, Robert McVicar, James O'Donoghoe, Winchester Noyes, Robert F. Straub and John E. Seaver, board of mgrs., and Weldon Ring, trustee of the gratuity fund.

NORTH DAKOTA

Ambrose, N. D.—The Northland Elvtr. Co.'s elvtr. and 15 carloads of grain were destroyed by fire recently.

Bowdon, N. D.—I bot the elvtr. from Regan & Lyness and call it the Peter Haehn Independent Elvtr.—Peter Haehn.

Killdeer, N. D.—Two Winter's Direct Head Drives are being installed in the Killdeer Equity Exchange by the Hogenson-Ecklund Construction Co.

McHenry, N. D.—S. J. Patterson, 46, mgr. of the Monarch Elvtr. Co., recently committed suicide by hanging himself in the driveway of the elvtr.

Denhoff, N. D.—The E. H. Wahl Elvtr. let a contract to the Hogenson-Ecklund Construction Co., Minneapolis, to move its elvtr. and do other repair work. Two Winter's Silent Chain Drives will be installed to operate the legs.

Sherman, N. D.—Fire of unknown origin completely destroyed the elvtr. of the Cargill Grain Co. and about 7,000 bus. of grain recently. The fire broke out early in the morning and was discovered by a train crew. The loss and insurance have not as yet been stated.

Amenia, N. D.—The A elvtr. of the Amenias Seed & Grain Co. was destroyed by fire recently which was caused by employees trying to prime a kerosene engine with gasoline, when the engine backfired. The loss is estimated at \$10,000, mostly covered by insurance.

Kenaston, N. D.—We have let the contract to the T. E. Ibberson Co. for a 15,000-bu. annex, also for remodeling the old house and putting in new machinery and cleaner, power to be furnished by 25-h.p. Fairbanks Engine.—D. K. Hawbaker, mgr., Farmers Co-op. Elvtr. Co.

Cavalier, N. D.—The International Elvtr. Co. lost its elvtr. by fire recently and has awarded a contract to the T. E. Ibberson Co. for the erection of a 40,000-bu. elvtr. having 2 legs, 13-ft. work floor, 13 bins, a double distributor, a Fairbanks 10-ton Scale fitted with a Strong-Scott Air Dump, a 100-bu. hopper scale for shipping purposes. A Fairbanks-Morse Enclosed Type Motor will be used for power. Reinforced slab foundation will be used. Work will be started at once.

OHIO

Weston, O.—The Rural Grain Co. is installing Sidney elvtr. equipment.

Sandusky, O.—There is only one elvtr. here now, the Sandusky Grain Co.

Napoleon, O.—John H. Vocke & Son are installing a Sidney Overhead Dump.

Millersburg, O.—Walter Elliott is installing another Sidney Vertical Mixer in his plant.

Belle Center, O.—C. E. Kerns is installing a Sidney Power Feeder for his hammer mill.

Cincinnati, O.—Lyman Perin & Co. have moved their office to the St. Paul building.

Clark (New Madison p. o.), O.—W. H. Brown has bot the elvtr. belonging to McCool & Ackerman.

Tippecanoe, O.—The Tipp Roller Mills are installing a Sidney Power Feeder for their hammer mill.

Piqua, O.—Landman's Mill is installing a mlg. separator, furnished by the Sidney Grain Machinery Co.

Ft. Jennings, O.—We have installed a Sprout Waldron No. 44 Feed Mixer.—Ft. Jennings Equity Exchange.

Conover, O.—The Conover Grain Co. is putting in new equipment furnished by the Sidney Grain Machinery Co.

Troy, O.—The Troy Grain & Supply Co. is installing considerable new equipment furnished by the Sidney Grain Machinery Co.

Holmesville, O.—Walter Elliott is installing ear corn crusher and other equipment furnished by the Sidney Grain Machinery Co.

New Bremen, O.—The Lock Two Grain & Mlg. Co. is installing new elvtr. equipment furnished by the Sidney Grain Machinery Co.

Loudonville, O.—The Loudonville Farmers Equity Exchange is installing a pneumatic dump furnished by the Sidney Grain Machinery Co.

Perrysburg, O.—Perrysburg Grain & Seed Co. is installing a large motor drive Miracle Ace Mill furnished by the Sidney Grain Machinery Co.

Bowling Green, O.—The Royce-Coon Grain & Seed Co. is installing a pneumatic dump and scale furnished by the Sidney Grain Machinery Co.

Minster, O.—The Minster Farmers Exchange has installed a combined corn cutter and grader. The Sidney Grain Machinery Co. had the contract.

Holgate, O.—The Holgate Grain & Supply Co. is installing large conveyors and transmission equipment furnished by the Sidney Grain Machinery Co.

Maple Grove, O.—The Maple Grove Farmers Elvtr. is installing air blast car loader and other equipment. The Sidney Grain Machinery Co. has the contract.

Pandora, O.—The Pandora Mlg. Co. is installing a chain drag feeder, new truck scales and other equipment. The Sidney Grain Machinery Co. has the contract.

Ada, O.—It is reported that the Farmers Co-op. Elvtr. Co. has quit business and Chas. E. Jameson has been named as referee to conduct a hearing July 10.

Curtis, O.—The Ottawa County Co-op. Co. is installing a large motor drive Miracle Ace Hammer Mill with Sidney Feeder. The Sidney Grain Machinery Co. has the contract.

Mt. Cory, O.—The Mt. Cory Elvtr. Co. is installing a 24-in. motor driven attrition mill, drag feeder and other equipment. The Sidney Grain Machinery Co. has the contract.

North Baltimore, O.—We have installed a No. 3 J-Bee feed mill and are doing some extensive repairing; also contemplating the erection of a cob consumer.—North Baltimore Grain Co.

Westville, O.—The Westville Grain & Live stock Co. is installing three Strong-Scott Pneumatic Dumps furnished by the Sidney Grain Machinery Co., who is also doing the installing.

Port William, O.—W. O. Beam has replaced his small mill with a large motor drive Miracle Ace Mill. He has also installed additional equipment furnished by the Sidney Grain Machinery Co.

Cridersville, O.—John O. Reichelderfer, 29, of the Reichelderfer & Graham elvtr., recently fell 30 feet from a connecting walk between two units of the elvtr. Fortunately no bones were broken.

Prout, O.—The Central Erie Elvtr. & Supply Co. is installing a Miracle Ace Hammer Mill combined corn cutter and grader, and other equipment. The work is being done by the Sidney Grain Machinery Co.

Xenia, O.—The grain elvtr. and flour mill formerly belonging to the DeWine Mlg. Co., was recently destroyed by fire which started in the cupola and is believed to have been caused by an overheated bearing in the elvtr. head. The loss is estimated at \$10,000, the greater part which is sustained by the Home Building Savings Co., which had obtained the plan about a year ago thru a mortgage foreclosure. Willard Jackson of Belmont had recently bought the property for \$9,000 and made one down payment. His loss will amount to about \$1,500 including \$1,000 worth of recently installed machinery. The deed had not been transferred. The loan company's loss is partly covered by insurance.

OKLAHOMA

Tonkawa, Okla.—The A. J. Esch Grain Co. is having its elvtr. remodeled by G. L. Godfrey & Son.

Porter, Okla.—Mail addressed to Brown Carter & Peden has been returned marked "Moved."

Carmen, Okla.—O. W. Regg will be mgr. of the new co-op. elvtr. to be built by farmers of the territory.

La Verne, Okla.—The Nelson Grain Co. is adding a new office, automatic scales and truck dump to its plant.

Durant, Okla.—We expect to add to our storage facilities this summer.—C. W. Wharton, Stewart Mill & Grain Co.

Hominy, Okla.—The Hominy Grain Co. has bot the warehouse of the Republic Supply Co. and will use it for storage.

Hammond, Okla.—We have installed a Kewanee Truck Dump in our elvtr. here.—P. G. Newkirk Grain Co., Clinton.

Bison, Okla.—We have just finished installing a new 6-bu. Richardson Automatic Scale in our elvtr.—Farmers Co-op. Ass'n.

Billings, Okla.—I have bot the elvtr. of the Enid Mlg. Co. The firm name will be the Geo. Burgin Grain Co.—Geo. Burgin.

Alva, Okla.—W. B. Johnston has just completed installing interfriction bearings on all fast moving machinery in his plant.

Lampkin (Enid p. o.), Okla.—Joe Logston is in charge of the elvtr. which A. N. Henson recently bot from the Enid Mlg. Co.

Herring, Okla.—We are building a new house here which will be ready for the new wheat crop.—P. G. Newkirk Grain Co., Clinton.

Boise City, Okla.—The J. P. Patten Grain Co. has closed its grain office here and plans to build an elvtr. and broom corn warehouse.

Wagoner, Okla.—We lost a warehouse by fire about a month ago, but do not expect to rebuild this year.—F. M. Gilbert, Gilbert Grain Co.

McClure, Okla.—We have installed a Kewanee Truck Dump in our elvtr. and put in new belts and buckets.—P. C. Newkirk Grain Co., Clinton.

Sand Springs, Okla.—Ted Rike, a wholesale dealer of Tulsa, has bot the feed business of Toner and Denver Adrean. The latter will remain as mgr.

Waukomis, Okla.—The Waukomis Grain Co. has had its elvtr. raised, a new scale installed and other remodeling done. G. L. Godfrey & Son did the work.

Weatherford, Okla.—J. W. Mayfield, who has been connected with Farmers Elvtr. Co., has resigned to accept a position as mgr. of a flour mill in Wichita, Kan.

Mooreland, Okla.—The Farmers Co-op. Co. has bot the elvtr. and business of Ruttman & Kay and now owns two elvtrs. here. Ruttman & Kay still retain their stockyards.

Leonel (Oakwood p. o.), Okla.—We are installing scales and dump in the elvtr. here. E. M. Ellis is local agt. It is the only elvtr. here and is owned by the Leger Mill Co. of Altus.—Leger Mill Co.

Rosston, Okla.—Recent tornadoes did slight damage to the elvtr. of the Humphrey Grain Co. here, the elvtr. of the E. C. Wadleigh Grain Co. at Texhoma, and an elvtr. of the Red Star Mlg. Co. of Wichita, Kan., at Cherokee.

El Reno, Okla.—The addition to our concrete elvtr. is practically completed and we are installing the machinery. This gives us 800,000 bus. storage capacity, exclusive of country stations.—John O'Brien, mgr. grain department, El Reno Mill & Elvtr. Co.

Belva, Okla.—E. R. Humphrey owns the elvtr. here, having bot it from the John Henry Grain Co. It is the only elvtr. here. Glenn Usher, former mgr., is now mgr. of the Oklahoma City Mill & Elvtr. Co. at Forgan. I am mgr. of the elvtr. here.—D. H. McNamee.

Oklahoma City, Okla.—Harvey White, J. P. White and A. B. Richert have organized the White-Richert Grain Co. here to deal in wholesale grain and field seeds. All are experienced grain men. Harvey and J. P. White have long operated the White Lumber Co. at Weatherford and the Hydro Seed & Grain Co. at Hydro and will continue to maintain these enterprises along with their new activities. Mr. Richert, formerly connected with the E. M. Scannell Grain Co., and Harvey White will take over the active management of the new concern.

Duncan, Okla.—The Powell Grain Co., which recently bot the Red Elvtr., is individually owned by H. N. Powell and managed by him.

Cheyenne, Okla.—We recently disposed of the elvtr. we built here last year to A. Kendall who in turn sold it to Wm. Chalfant who owns both elvtrs. and we understand has leased the one bot from us to Scott Steere for this year.—P. G. Newkirk Grain Co., Clinton.

Alcorn (Billings p. o.), Okla.—Ben Feuquay and G. M. Cassity, the latter of Tonkawa, are building an elvtr. here which will operate under the name of the Feuquay Grain Co. The work is being done by the Star Engineering Co., and the house will have a 10,000-bu. capacity. It will be frame, iron clad, with engine power, 10-T wagon scale, truck dump, automatic scale and other up-to-date equipment. The town of Alcorn was laid out when the new branch of the Rock Island which runs from Ponca City to Alcorn was started.

OREGON

Vale, Ore.—The Vale Feed & Grain Co. has installed a J-Bee Grinder.

Princeville, Ore.—Mail addressed to Ochoco Warehouse Co. has been returned marked "Out of business."

Sheridan, Ore.—The Farmers Storage Warehouse, owned by A. D. Schmidt of Harrisburg, burned recently. Fire is believed to have been due to defective wiring. The building was valued at \$1,500 and grain stored in it, owned by farmers of the district, valued at \$5,000.

PORTLAND.

Frank L. Shull was recently elected pres. of the Chamber of Commerce to succeed Raymond B. Wilcox.

According to reports from Japan, the Mitsubishi and Mitsui companies have absorbed the remaining subsidiaries of the Suzuki company.

The municipal grain elvtr. at terminal No. 4 will have a new disc separator, the contract having recently been let by the commission of public docks.

The Dock Commission has granted permission to the engineering dept. of the Union Pacific R. R. System to enlarge and improve the Northwestern dock and elvtr. The plans call for a grain elvtr. 45x101 feet, working tower 27x41. wharf 140x200, and warehouse 119x200 ft. The railroad trestle in the rear of the dock will be extended 330 ft.

PENNSYLVANIA

PHILADELPHIA.

Philip R. Markley, grain dealer, is now local representative for James E. Bennett & Co., Chicago. The Bennett firm has applied for membership in the Commercial Exchange.

Robert Morris, long engaged in the grain and feed trade, and chairman of the grain com'te of the Commercial Exchange, has become associated with a local brokerage house in the selling of bonds.

A report that the Pennsylvania Railroad plans to lease its elvtrs. here, at Baltimore and New York to an outside concern has been officially denied. However, the Western Stevedoring Co., which performs the physical operation of the elvtr. at Erie, Pa., has extended its operations to the elvtr. here.

SOUTH DAKOTA

Colton, S. D.—We have sold our elvtr. to local parties.—Colton Grain Co.

Estelline, S. D.—We completed putting lighting rods on our elvtr. May 5.—Thomas Ford.

Loyalton, S. D.—Leo Kraft has succeeded W. R. Koschkees as mgr. of the Farmers Elvtr.

Dallas, S. D.—The Nye & Jenks Grain Co. has bot the Doane-Sears business and is now in possession.

Worthing, S. D.—Mail addressed to the Worthing Grain Co. has been returned marked "Out of business."

Burbank, S. D.—Mail addressed to the Farmers Co-op. Elvtr. Co. has been returned marked "Out of business."

Craven (Ipswich p. o.), S. D.—Geo. Matz of Aberdeen will manage the elvtr. of the Farmers Elvtrs. this season.

Buffalo Gap, S. D.—Just completed new seed warehouse. Will install new Strong-Scott Air Dump in elvtr. at once.—W. F. Nolan.

Sioux Falls, S. D.—G. C. "Chris" Thornstad, formerly with the Armour Grain Co., is now employed by the Cargill Commission Co. as traveling representative with headquarters here.

Frankfort, S. D.—The Frankfort Mill & Elvtr. Co. is very much in business. We understand that the James Valley Elvtr. Co. is closed temporarily, but all other houses are still doing business at the old stand.—B. E. Beltz, Mgr. McCaull-Dinsmore Co., Aberdeen.

SOUTHEAST

Sulphur, La.—The Sulphur Grain Co. has filed papers of dissolution.

Pensacola, Fla.—The T. S. Kennedy Co. is taking over the brokerage business and warehouses of Bonacker Bros.

Purcellville, Va.—A faulty hot air register caused a small loss to the office building of the Loudoun County Mlg. Co. on May 12.

TENNESSEE

Nashville, Tenn.—L. A. Puryear, who recently resigned as mgr. of the Mero Mills, is now with J. W. Colvert & Co., brokers.

Nashville, Tenn.—Chas. A. Hill, wholesale grain man, was recently indicted by the county grand jury on three charges of embezzlement, covering an alleged shortage in the firm of the Chas. A. Hill Grain Co., according to press reports. While the indictment only covered three charges, amounting to \$2,500, a further check of the firm's records disclosed several thousand more. Hill, who was former sec'y-treas. and mgr., resigned his position April 15. It is said the business will not be affected by the affair.

TEXAS

St. Francis (Panhandle p. o.), Tex.—An elvtr. is being built here.

Mineral Wells, Tex. — Mail addressed to Hinson-Hockaday has been returned marked "Moved."

Cipher Codes

Universal Grain Code: The only complete, the most up-to-date and latest grain code published. Effects a greater reduction in tolls than any other domestic code. Code words for the U. S. Standard Grades of Wheat, Corn and Oats. 160 pages, 4½x7 inches. Price, leather bound, \$3.00; paper, \$1.50.

Robinson Telegraph Cipher Code: With all supplements, for domestic grain business. Leather bound, \$2.50; cloth, \$2.00.

Millers Telegraphic Cipher: (1917) For the milling and flour trades. 77 pages, 8½x6 inches. cloth bound. Price \$2.00.

Cross Telegraphic Cipher Code: 7th edition revised for provision and grain trades. 145 pages 4½x6½ ins. Cloth bound. Price \$2.00.

A. B. C. Improved Fifth Edition Code, with Sup.: Reduces cable tolls 50% thru use of five-letter words, any two of which may be sent as one. Price in English, \$20.00.

Bentley's Complete Phrase Code: Contains nearly 1,000 million code words, any two of which can be sent as one word. Thru its use a saving of 50% can be effected in cablegrams. Appendix contains decimal moneys and list of bankers. 412 pages, 8½x10½ inches. Bound in cloth, leather back and corners. \$15.00.

Baltimore Export Cable Code: Hinrich's fourth edition, compiled especially for export grain trade. 152 pages 6½x9 inches, bound in leather. Price \$15.00.

Riverside Flour Code, Improved (5 letter revision) Sixth Edition. Retaining the essential features of the 5 edition published in 1901, for use in domestic and export trade. Size 6x7 inches, 304 pages. Bound in flexible leather, \$12.50.

Calpack Code (1923) is designed to succeed and replace the codes published by the J. K. Armsby Co., and the California Fruit Canners' Ass'n in the fruit and vegetable packing industry. Size 8½x8½ ins. 850 pages, bound in keratol. Price \$10.00.

All prices are f. o. b. Chicago.

GRAIN DEALERS JOURNAL
309 So. La Salle St., Chicago, Ill.

Cleburne, Tex.—Mail addressed to Max Shultz has been returned marked "Unclaimed."

Blum, Tex.—Mail addressed to the Blum Mfg. Co. has been returned marked "Deceased."

Lorenzo, Tex.—Mail addressed to Setzler Mill & Grain Co. has been returned marked "Moved."

Clarkwood, Tex.—Mail addressed to Horton & Bauer has been returned marked "Removed to Robertson."

Valley View, Tex.—The Whaley Mill & Elvtr. Co. is building a new elvtr. to replace the one burned last summer.

Panhandle, Tex.—A new elvtr. is being built here by U. S. Strader. W. B. Johnston intends to erect a new 12,000-bu. elvtr. here, too, at an early date.

Pullman (Amarillo p. o.), Tex.—The new 20,000-bu. elvtr. of the H. L. Kearns Grain & Seed Co. is almost completed. The work is being done by the Star Engineering Co.

Lockney, Tex.—The South Plains Co. has installed a new grain conveyor and can now handle 3,000 bus. per hour. New automatic scales have also been added to the plant.

Panhandle, Tex.—Will build a modern 20,000-bu. capacity elvtr. here. Contract let to Star Engineering Co., to be completed for harvest, or about June 15.—U. S. Strader Grain Co.

Tulia, Tex.—We are installing a 300-bu.-per-hour Randolph Drier. Also enlarging capacity of elvtr. B about 6,000 bus. The drier and other improvements will cost about \$10,000.—Farmers Grain Co.

Fort Worth, Tex.—W. Lee O'Daniel has been appointed general mgr. of the Burrus Mill & Elvtr. Co. to succeed Chas. H. Newman who recently became mgr. of the Texas Star Flour Mills at Galveston.

New members of the Texas Grain Dealers Ass'n are Maricle Coal & Feed Co., Wichita Falls; City Mills, Ennis; Temple Grain & Hay Co., Fort Worth; F. A. Duke Grain Co., Dublin.—Sec'y H. B. Dorsey.

Galveston, Tex.—Regular seasonal repairs to our elvtr. A have been completed and the house is now working. We are at this time making repairs to elvtr. B.—E. E. Gossrau, general mgr., Galveston Wharf Co.

Brownwood, Tex.—The Austin Mill & Grain Co. has let the contract to the Stevens Engineering Co. for an addition to its plant, consisting of 8 concrete storage tanks with elvtrs., tanks 90 ft. high, with combined capacity 160,000 bus.—P.

McKinney, Tex.—Hill & Webb are building a new brick veneer office building, 20x36. This firm opened a wholesale and retail grain business here 33 years ago and the firm name has never been changed altho Mr. Webb died seven years ago.

Fort Worth, Tex.—Chas. H. Newman was given a farewell party by the Fort Worth grain men the evening of May 9. The occasion was his promotion from mgr. of the Burrus Mill & Elvtr. Co. here to mgr. of the Texas Star Flour Mills at Galveston. He left the same night to take up his new duties.

Wichita Falls, Tex.—The properties of the J. C. Mytinger Mfg. & Grain Co. have been taken over by A. E. Hofues of Dallas and are now operated by him under the name of Blue Star Mfg. & Grain Co. G. L. Berry, former mgr. of the Mytinger properties, has bot the business of the Morgan Feed & Fuel Co. and is doing a local business in feed and seed.—G. L. Berry.

WISCONSIN

Fond du Lac, Wis.—The Helmer Mfg. Co. has installed a 20-ton auto truck scale.

Ridgeland, Wis.—I bot the grain elvtr. and potato warehouse formerly owned by the O. M. & E. Co.—W. F. Grover.

Lomira, Wis.—The Lomira Elvtr. Co. now has a cattle sales barn connected with its business. It is conducted by Joe Straub.

Milwaukee, Wis.—Thru the courtesy of H. A. Plumb, sec'y, we have received a copy of the 69th annual report of the Chamber of Commerce, which gives the officers, com'ites, membership roster and various department reports of the organization.

Delavan, Wis.—The plant of the Hetzel Mfg. Co. was totally destroyed by fire the afternoon of May 12. The blaze is believed to have started from an overheated motor. The loss is estimated at between \$50,000 and \$60,000, which is partially covered by insurance.

Osceola, Wis.—The property of the Osceola Mill & Elvtr. Co., which was sold at foreclosure sale, was bot by the Minnesota Loan & Trust Co.

Nye, Wis.—The elvtr. buildings of the Osceola Mill & Elvtr. Co., sold at foreclosure sale, were bot by A. E. Nelson, who will wreck them and use the material for buildings at his store.

Milwaukee, Wis.—A. L. Jacobs is mgr. and D. L. Norby assistant mgr. of the Cargill Grain Co.'s office here. The Cargill company recently acquired Elvtr. E from the Wisconsin Grain Elvtr. Co.

Chippewa Falls, Wis.—Henry A. Casper, 66, sec'y-treas. of the J. Leinenkugel Brewing Co. and pres. of the Consolidated Mfg., Elvtr. & Power Co., died recently following a paralytic stroke. He is survived by his wife, a son and a daughter.

UTAH

Ogden, Utah.—The Royal Mfg. Co. is now at work putting the old Albers Bros. Cereal Mill into a modern 1,000-bbl. mill. The machinery is all installed and we understand the elvtr. is practically being rebuilt. It is expected to have the plant ready by the first of July. The Globe Grain & Mfg. Co. is planning to build additional tanks that will double its capacity in addition to a large warehouse. This work has not yet started.—Ogden Grain Exchange.

Hopper Scale Tests

By C. A. KING, CHIEF SCALE INSPECTOR WESTERN WEIGHING AND INSPECTION BUREAU, BEFORE SCALE MEN'S ASS'N.

At the fourth meeting at Kansas City, Oct. 29th, 1924, the Grain Scale Testing Com'te was named in order to make a test and tolerance of automatic hopper scales, and then take up the hand weighing hopper scales and elevator conditions.

During the year of 1926 the Com'te has visited fifteen Grain Terminals, equipped with ninety-seven elevators, and tested 195 scales with results as follows:

One hundred and seventeen or sixty per cent were found outside of required grain tolerance; forty-five or thirty-seven per cent on account of sensibility reciprocal.

Only fourteen per cent was left outside of tolerance after final test, so installation conditions are not so bad and shows if these scales were properly maintained and tested every six months, they could be kept within the grain tolerance of one-half pound per thousand. (For your information we made a test of one terminal in 1925 in which they had thirty-five elevators equipped with one hundred and four scales of which eighteen or seventeen per cent were outside of tolerance, five on account of the S. R., thirteen on account of adjustments. They were all left inside of tolerance. These scales were all tested two or three times a year.)

On inquiring of weighmasters in the elevators which have more than one scale, which was the best scale, he would invariably tell us the one which on testing would have a high S. R. as it was not necessary to change balance very often.

This is one vital point in regards to testing and maintaining hopper scales, the beam should be taken off, the loops emiered out and pivots sharpened, and then if not within one-half of the required tolerance the beam should be shop overhauled. If not, the next time this scale is tested, if in constant use, it will be outside of tolerance.

With all new improvements of the hopper scales, they do not seem to improve on the beam, in order to keep down the S. R. as in recent tests made of some new two thousand bushel scales, the S. R. has increased to twenty or thirty pounds, within six or eight months' service. All that was necessary to reduce same was to take out the beam, emery out the

WASHINGTON

Seattle, Wash.—James A. Richardson, pres. of James Richardson & Sons, has applied for membership in the Merchants Exchange and the Wheat Pit. This company recently opened an office here.

Marcellus, Wash.—We are adding about 33,000 bus. more bulk capacity. This will be completed by June 1st. The new addition is of cribbing and as it is put in on side of elvtr. leg we will need very little more in the line of machinery. Are putting in belt conveyor from wagon dump and a signalling distributing system in the new bins.—F. F. Wollenberg, mgr., Farmers Elvtr. Co.

Seattle, Wash.—The first anniversary of the Seattle Clearing House, the only wheat pit on the Pacific coast, was celebrated by a banquet the evening of May 9. The guests included about 270 representative business men of the northwest. R. M. Semmes, first pres. and organizer of the wheat pit, was toastmaster. Among speakers and guests of honor were H. P. Chapman; S. S. Armstrong, pres. of the Merchants Exchange; H. W. Foster; Ben Bryan; W. L. Craig, pres. of the Merchants Exchange; Vancouver, B. C.; A. E. Sutton, Cortland; R. J. Stephens, pres., Pacific Northwest Grain Dealers Ass'n, Spokane; L. P. Bauman and Preston W. Smith.

bearing and loops, which seemed to be tempered hard, yet cut. The least cut in the loop or bearing will cause the S. R. of the beam to increase beyond the tolerance allowed in docket 9009 I. C. C.

Every place the operators of the elevators seemed willing to cooperate and assist in handling the test weights. Some were surprised at the amount of test weights necessary to test their scales to the required capacity, as they had been accustomed to using only two or four thousand pounds. Where it was necessary to use eight or ten thousand pounds, in order to test the scales to eight per cent of the capacity, they would tell you that you could not get that many weights on the hopper, but some way they were put there and all scales tested with the required amount.

There is one thing in regards to hopper scales, that causes considerable trouble, and that is the way the canvas is hung. Some nail it to the top of the hopper. This allows it to bind when a load is put in the scale. Others hang it inside and put weights on it. These weights rub on the side of the hopper and cause a change in balance. This canvas should be hung square with the hopper and a light strip of wood tacked to the bottom, so as to keep it in place when the grain is filling the scale in order to keep the dust inside and not come out and cover the beam and weighmaster.

We inspected one plant in which they had a 2,000-bushel hopper scale in top of elevator and someone had recommended that they use cup grease on it. Well, they did, and had all the bearings filled up in good shape. After the scale was jacked up and the grease removed the scale showed in good condition.

At some elevators after getting the weights upstairs and ready to test, you tell them it is necessary to shut down the machinery and close the windows, and they will say, why, we have never had to do this before. Whoever did the testing let them keep the elevator running. Then we would have to explain what was required and also if we had sixty thousand pounds of test weights to test the scale to its capacity we could let them run while testing. They would then shut down.

There is quite a difference in testing hopper and track scales. On the latter, you have a car to test with and all you do is to run it on the scale, but on hopper scales it is necessary to elevate the weights to the top of the elevator and adjust hangers to place them on the scale. All this takes time and labor.

Seeds

Des Moines, Ia.—A. I. Gorton now is representing the Standard Seed Co., in Iowa.

Gilroy, Cal.—The Pieters-Wheeler Seed Co. is building an addition to its cleaning plant.

Brooklyn, N. Y.—Chas. C. Chanler is in charge of an office opened here by the Philadelphia Seed Co.

Omaha, Neb.—No dividends were left for creditors after administration of the bankrupt estate of Fred C. Graves.

Houston, Tex.—Houston Seed Co., Inc., capital stock \$25,000, by F. M. Flood, R. D. Carter and E. B. Riley.—P.

Santa Ana, Cal.—R. A. Haven has taken charge of the sales department of the Haven Seed Co., of which he is assistant sec'y.

Minneapolis, Minn.—Northrup King & Co. will build a \$20,000 addition to their warehouse. Additional storage space will be provided by two stories.

Scottsbluff, Neb.—It is reported that one of the largest seed houses in the United States will build a plant here and use about 8,000 acres in producing seeds.

Departments of Agriculture in Canada are stressing the importance of securing good, clean seed, of a tested and suitable variety for sowing in the prairie provinces.

The South Dakota Crop Improvement Ass'n, Brookings, S. D., filed trademark Ser. No. 225,525, "SOUTH DAKOTA SEEDS," particularly descriptive of farm seeds.

Worthington, Minn.—B. P. St. John has disposed of his interest in the St. John Seed Co., and E. C. Callan is now mgr. The same name is still retained.—St. John Seed Co.

Waterloo, Ia.—The M. L. Webster Seed Co. was sold May 16 to liquidate claims against the company. In 1918 the company lost a building and a large stock of seeds by fire.

Victoria, B. C.—The Canadian Seed Growers Ass'n will hold its annual meeting here June 13-15. Major Strange of Fenn, Alberta, famed for his prize registered grain seeds, will preside.

Nashville, Tenn.—D. M. Fort of the McKay-Reece Co., is chairman of the entertainment com'te for the convention of the Southern Seedsmen's Ass'n here on June 23-25. A fine program is being prepared.

Four ounces of copper carbonate to the bushel will control kafir smut 100 per cent. If planting kafir this year it will be well worth while to use copper carbonate on the seed. It is easily applied and increases crop yield.

Six carloads of timothy seed of the 1926 crop shipped from the Bulkley Valley netted farmers \$18,000. Farmers in Central British Columbia will treble their timothy acreage this year. All the seed they can grow can be sold in advance.

Winnipeg, Man.—To insure the sowing of good seed in Canada, the Dominion government has recommended certain amendments to the seed act, whereby it will become necessary before a license is issued for any new variety of wheat, that it shall have proven by field and baking tests to be of real merit.

Loon Lake, Wash.—Erick Larson lost an \$800 damage suit against the Garden City Feed Mills of Walla Walla and the Inland Seed Co. of Spokane. He claimed spring rye he bot proved to be fall rye. The decision of the court was that the seed companies did not guarantee the seed and were not liable.

Ottawa, Ont.—An act to regulate the sale and inspection of agricultural economic poisons, passed at the recent session of the Canadian Parliament and given royal approval on April 14, 1927, is intended to control the manufacture and sale of poisons

used as insecticides and fungicides (pests control). Before any such poisons can be manufactured, imported, advertised, or sold in Canada, they must be registered with the Canadian department of agriculture. Where the applicant for registration is not a resident of Canada, the application must be signed by his agent or representative in Canada, as well as by himself, the agent or representative assuming responsibility for compliance with the provisions of the act.

Wholesale Grass Seed Dealers Program.

The 19th annual convention of the Wholesale Grass Seed Dealers Ass'n will be held June 27-28 at the Book-Cadillac Hotel, Detroit, Mich.

10 A. M., Monday, June 27, Executive Session.

President's Address.
Secretary's Report.
Reports of com'tes on: Arbitration, Grievance, Legislation, Hard Seeds, Membership, Trade Rules, Welfare, Publicity, Traffic, Regional Co-operation, and Cost Accounting.

2 P. M., June 27, Open Meeting.

"More Effective Organization in Traffic Matters," by J. G. Mann, traffic manager, Minneapolis, Minn.

"The Relationship between the Analysts and the Seed Trade," by W. H. Wright, pres. Ass'n of Official Seed Analysts, Toronto, Ont.

"Seed Certification, Seed Standards, and the Seed Trade," by A. J. Ogaard, pres. International Crop Improvement Ass'n, Bozeman, Mont.

"Tightening the Links in the Chain of Distribution," by Alvin E. Dodd, mgr. domestic distribution dept. Chamber of Commerce of the United States, Washington, D. C.

9:30 A. M., June 28, Executive Session.

Reports from com'tes on Friendly Relations, Expansion, Adequate Income for Ass'n, Sub-Traffic, Co-operation with Agricultural Interests.

Election of officers.

Construction of Elevators in Poland.

For some time past an agency of the Polish government has been investigating and making plans for the construction of grain elevators and grain store houses to meet the country's needs. In a report recently made public the government commission expressed the view that Poland has a comparatively small volume of foreign trade in cereal grains, hence it would be advisable to limit the number of export, import and transit elevators and concentrate chiefly on numerous granaries to be constructed in the various centers of consumption and important production districts. These are thought to be of greatest importance to meet immediate requirements.

Accordingly the Commission has recommended building numerous small storehouses at locations easily accessible to the farmers in each district; a number of storehouses of medium size properly fitted with equipment to serve the larger producing districts; and several elevators for storage purposes, fitted with curing and cleaning equipment, to serve the large producing districts.

The Commission estimates that Poland needs a total capacity of 300,000 tons in storehouses and elevators. Present facilities have a total capacity estimated at 150,000 tons. It will therefore be necessary to build capacity for an approximate equal amount.

Opinion is expressed that construction of elevators in Gdynia, Torun and Oswiecim should be undertaken by the State, while building of granaries in farming centers should be handled by agricultural ass'ns, chambers of agriculture and county governments. Storehouses for centers of consumption should be left to the municipalities, commissary departments of the army, consumers ass'ns and, perhaps, the railroads.

Heavy extension of credit by the Polish government is recommended, since there is a lack of investing capital in the country. Exemptions and privileges of a legal and fiscal nature would accordingly be advanced. The use of warehouse receipts as a form of agricultural credit is considered an important ad-

vantage which will develop with such a chain of elevators as is planned.

The Polish Ministry of Agriculture is said to contemplate appointment of a com'te for the purpose of studying the elevator situation in foreign countries and the foremost agricultural districts of the world, preparatory to the submission of ultimate plans for the Polish chain.

Weeds in Illinois Seeds.

Albert C. Wilson, chief seed analyst, of the Illinois State Department of Agriculture, reports that during 1926 4,400 samples of seeds were analyzed. Of this number 398 were found to be unsalable for seeding purposes, seventeen of which were from outside the State.

The percentage of unsalable samples of seed analyzed this year was 9 per cent, while last year's percentage was sixteen and three-tenths. We believe this is substantial proof that our farmers are becoming educated to the necessity of recleaning their seed before offering it for sale for seeding purposes. It has been our endeavor to encourage the recleaning of seed and where samples show very plainly that no effort was made to reclean the seed they are returned to the owner with a request that he reclean his seed. In most cases the unsalable samples of seed were taken from lots of seed which were not properly recleaned.

Green foxtail was found in 1,818 samples; black seeded plantain in 1,499; ragweed in 877; yellow foxtail in 740; lamb's quarters in 726; cinquefoil or five fingers, 644; crab grass, 632; smartweed, 537; witch grass, 515; pepper grass, 426; bracted plantain, 422; barnyard grass, 299; night flowering catchfly, 275; pigweed or Amaranth, 259; Vervain, 224; spurge, 145; horse nettle, 135; Russian thistle, 124; rush grass, 105; three seeded mercury, 102; Yellow Trefoil, 98.

Directory

Grass and Field Seed Dealers

One line, one year (24 issues), \$10.00.

BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale and merchants.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

COUNCIL BLUFFS, IOWA.

Council Bluffs Seed Co., seed corn, nothing else.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.

FT. WAYNE, IND.

Wolf Seed Co., wholesale field seeds.
Kraus & Apfelbaum, field seed dealers.

INDIANAPOLIS, IND.

Indiana Seed Co., field seeds.

KANSAS CITY, MO.

J. G. Peppard Seed Co., field seed merchants.
Rudy-Patrick Seed Co., field seed merchants.

LOUISVILLE, KY.

Louisville Seed Co., clover and grasses.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Kellogg Seed Co., field and grass seeds.
North American Seed Co., wholesale grass & field seeds.

MINNEAPOLIS, MINN.

Minneapolis Seed Co., field seed merchants.
Northrup King & Co., field seeds.

ST. LOUIS, MO.

Cornell Seed Co., field-grass-garden seeds.
Mangelsdorf & Bro., Ed. F., wholesale field seeds.

Feedstuffs

Birchwood, Wis.—The Frank Carter Co. has bot the feed business of L. G. Bemis.

Hammond, Ind.—A new poultry unit has been placed in operation by Chapin & Co.

Youngstown, Fla.—A. Sebern is contemplating building a grist and feed mill which will cost \$35,000.

Sabetha, Kan.—Wenger Bros. have bot the plant of the Sabetha Feed & Mill Co. from Geo. Sander.

Greenwood, Ind.—Work is progressing rapidly on the new plant being erected for the Hoosier Mineral Feed Co.

Tuscaloosa, Ala.—The Indian Mfg. Co., feed manufacturer, is installing a poultry feed unit and other equipment valued at \$15,000.

Little Rock, Ark.—The food and drug laws are not being enforced in Arkansas because no appropriations were made for enforcement.

Knoxville, Tenn.—Bruce Davis, 56, for a number of years prominent in the wholesale feed trade, died recently following a surgical operation.

Rochester, Minn.—The Morphy Feed Co., incorporated, to do a wholesale feed and flour business, by A. J. Metzger, H. F. Baetzel and Wm. J. Bell.

Kansas City, Mo.—Gus Schmierer has bot a controlling interest in the Quisenberry Feed Manufacturing Co. This company also operates a plant at Buffalo, N. Y.

The Coles Company, Middletown, Conn., filed trademark Ser. No. 228,975, the word "FORTUNE," particularly descriptive of stock and poultry feeds, etc.

Genoa, O.—Feeders have been convinced that it pays to feed ear corn and oats ground to their dairy cows to increase the milk production.—H. G. Dehring.

Oneonta, N. Y.—H. M. Goldsmith has succeeded E. W. Elmore, who died recently, as pres. of the Elmore Milling Co. He has been manager for many years.

Draper, Utah.—The Draper Poultrymen, Inc., will build a new 15,000-bu. house, which will be equipped with a grain cleaning apparatus, machinery for unloading cars, feed grinder and mixer.

Chicago, Ill.—J. E. Terry Johnson, manager of the western feed and flour division for the Quaker Oats Co., died recently in Santa Fe, New Mex., after a two months' illness. Burial was here.

Milwaukee, Wis.—The Central Retail Feed Ass'n has become affiliated with the Grain Dealers National Ass'n. The feed ass'n was organized two years ago and embraces 6 states.

David K. Steenbergh of Milwaukee is sec'y. Its members will now enjoy the benefits of arbitration.

Chicago, Ill.—The Central States Sugar Jack Co., incorporated, capital stock \$40,000 and 1,000 shares of no par value, by J. M. Stees, E. W. Stees and J. B. Cornish, to deal in and manufacture feeds.

Nashville, Tenn.—For more than two years we have been on a voyage to the dogs and have found them most agreeable company because they have taken such a liking to our meat and bone meal that confirms our belief in a balanced food for dogs and puppies.—G. P. Rose & Co.

Soy beans will have a larger acreage in Wisconsin this year than ever before. Experiments show that it costs \$34 to produce an acre of soy beans and \$39 to raise an acre of oats. Oats are worth \$23 an acre, while soy beans yield \$55 an acre. As the soy bean is a legume, it is a soil builder.

Dodge City, Kan.—We have just completed installing a feed mixing, blending and manufacturing equipment because of a big demand for feeds from poultry and dairy feeders. Farmers in this territory, which has been "wheated" to death, have fortunately commenced diversification, their only salvation.—E. G. Rinehart, Rinehart Bros.

Soy beans are superior to cottonseed meal as a protein supplement in a ration of shelled corn, clover hay and corn silage, according to a feeding trial for cattle made for five years in Indiana. Forty head of two-year-old steers, divided into four lots, and 30 calves were in the feeding trial. The soybean lot averaged a profit of \$28.05 per steer, the highest of any.

Joplin, Mo.—The frame elvtr. and feed mixing plant of the Boyd-Pate Grain Co. was destroyed by a fire which started shortly before midnight May 10. The blaze was shooting out thru the roof and had gained considerable headway when noticed by a railroad workman. The loss is estimated at \$40,000, about 50 per cent covered by insurance. No plans as yet have been made for rebuilding.—I.

Kansas City, Mo.—The new plant being built by the Southard Feed & Milling Co., to replace the one destroyed by fire several months ago, will have an estimated output of at least three times that of the old plant. The new mill will be equipped with the latest machinery, including continuous percentage feeders for manufacturing a full line of poultry, hog, dairy and molasses feeds. The new mill and workhouse will be 80x272 feet. S. T. Edwards & Co., Inc., has been awarded the engineering contract.

Cedar Rapids, Ia.—We are building a warehouse and additional mixing space for dry feeds in connection with our mill and elvtr. here. When this addition is completed and the equipment completely installed, we will be in position to turn out five cars of scratch feed and five cars of soft feed per 24 hours. We manufacture a complete line of hog, poultry and dairy feeds, including minerals. A

cash grain department was established April 18, with E. E. Delp, formerly of Des Moines as mgr.—J. W. Coverdale, mgr., Mesquakie Mills.

The Concentrate Products Co., Chicago, Ill., filed trademark Ser. No. 222,664, the words "MINROL-PROTIN," particularly descriptive of corrective food for poultry.

There seems to be a widespread prejudice against cottonseed meal as a feed for dairy cows and it possibly is based upon the established fact that this feeding material does contain a poisonous element and will certainly kill hogs when freely fed to them for an extended period. It is a feed that must be judiciously allowed else ill effects will certainly result.

An informal get-together of Southern Feed Manufacturers will be held June 8 at French Lick, Ind., preceding the convention of the American Ass'n June 9-10-11. Advance information I have received indicates this convention will be a whang. A record attendance is expected. Feed manufacturers, therefore, are cordially invited to be present at our own informal gathering, as well as the American's sessions, whether a member or not.—E. P. MacNicol, sec'y, Memphis.

Arcadia, Cal.—On April 20 we opened our poultry experimental farm here. This is the only experimental poultry farm in southern California owned by an exclusive feed mill. Our aim is to try out different feeds from all branches of poultry raising which will produce the best results, also extensive work in the control of poultry diseases. We now have a flock of 5,000 baby chicks on the ranch which are given different tests. This ranch is open to the public and any information or tests we may have are available without obligation.—Gilesby Bros. Grain & Mfg. Co., Monrovia.

In the light of results recently obtained from study of the proteins of wheat bran, says D. B. Jones in his survey ("A New Factor for Converting the Percentage of Nitrogen in Wheat Into That of Protein"), a factor for the conversion of the percentage of nitrogen in wheat into terms of protein has been calculated. The conversion factors for the nitrogen in the three parts of the kernel are bran 6.31, endosperm 5.70, embryo 5.80. By basing the calculation on the percentages of nitrogen in the individual proteins of the endosperm, embryo, and bran, and on the relative proportions in which these proteins are present, the conversion factor 5.83 is obtained for the nitrogen of the whole kernel, instead of 5.7, the factor generally used.

Dodge City, Kan.—We are separating our grain department from our retail feed department. We are installing another motor to operate the grain handling equipment individually, also dust sucking machine which will keep the working floor and top of the elvtr. free from dust. New spouting will replace the old thruout. Our old motor will be used exclusively for grinding work. We are developing a very satisfactory and profitable custom grinding business. We do a jobbing business in feeds, dairy rations, mashers, etc., as this

MINROL-PROTIN

The Complete
Poultry Mineral

Full information and prices
on request

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Sweet Feeds,
Mashes, Scratch,
Poultry, Horse,
Mule, Hog and
Stock

Scientifically
Prepared from
Best
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Obtainable

CRACKED CORN

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Get in early and handle the

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Write for Our Dealer's Proposition
(Enclose this advertisement)

Hales & Hunter Co.

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country is rapidly developing into quite a dairy country, whereas it used to be a cattle and meat region. We mix many of our own brands as well as do a merchandising business in carlots as well as with the trade west and south of here. We handle a feed merchandising clientele via truck. We handled 100 cars of coal last year. G. W. Glenn, mgr., Dodge City Co-op. Exchange.

Insulated Hen Houses Pay.

That it pays to insulate the egg laying house is shown by an experiment conducted by the Wyoming Agricultural Experiment Station. Annual records kept for six months, November to April, show that during the day time the insulated house averaged three degrees Fahrenheit warmer than a house not insulated. It is probable that during the night the difference in favor of the insulation was even greater. It is evident that the extra profits received from flock one, \$18.05 in one year, paid several times over the cost of the straw insulation. It is a net profit above feed costs of 18 cents per egg. The egg production in the insulated house was nearly 5 per cent more than it was where no insulation was used. This was equivalent to an increase of 60 dozen eggs for an extra cost of a little more than \$3.00. But the extra eggs mean more than average eggs, because a large part of this increase in egg production came during the winter months when the prices were highest.

Mineral Mixtures in Pig Feed.

Experiments made by J. M. Evvard, C. C. Albertson and W. E. Hammond at the Iowa station started with the approved basic feed of corn and tankage, tested the value of various additions, such as salt, ground limestone, boneblack, potassium iodide, manganese sulfate and sodium bicarbonate.

Three lots of pigs averaging 56 pounds per head were used until a weight of 225 lbs. was gained.

Two of the lots were fed a basal ration, plus a mineral mixture of salt, ground limestone, boneblack, and potassium iodide and were considered as controls. These lots made average daily gains of 1.57 and 1.51 lbs., respectively, in the entire feeding period and required 110.5 and 109 days, respectively, to reach 225 lbs. live weight. They consumed a total of 433 and 427 lbs. of feed per 100 lbs. gain. A third lot receiving the same feed except that the self-feeders were placed outdoors in the sunshine made an average daily gain of 1.54 lbs. and consumed 394 lbs. of feed per 100 lbs. gain. A fourth lot receiving the same feeds as the check lot except that water was supplied in an automatic water meter made an average daily gain of 1.63 lbs., and consumed 388 lbs. of feed per 100 lbs. of gain.

Additions of 0.5 and 5 per cent of radioactive mantle ash and tankage increased the rate of gain to 1.66 and 1.69 lbs. daily and reduced the amounts of feed required per 100 lbs. of gain to 413 and 384 lbs., respectively, but because of the high price mantle ash was not an efficient supplement. The so-called Trinity mixture, consisting of tankage, linseed oil, and alfalfa meal 2:1:1 produced an average daily gain of 1.56 lbs. and required 408 lbs. of feed per 100 lbs. gain, while modification in the Trinity mixture during the progress of the experiment by decreasing the alfalfa meal from 10 per cent to 5 per cent with a corresponding increase in the amount of tankage, produced an average daily gain of 1.70 lbs., and required 385 lbs. of feed per 100 lbs. of gain.

It is pointed out that alfalfa meal and linseed meal when combined with tankage made more efficient protein mixture than tankage alone. The modification in the Trinity mixture also proved slightly more efficient than regular Trinity mixture and is suggested for the pigs are in good shape, but when the pigs are not doing nicely it is not advisable to reduce the amount of alfalfa meal.

The feeding of two types of table scrap meal in connection with the shelled corn and mineral rations produced an average daily gain of 1.63 lbs. each. The amounts of feed required per 100 lbs. of gain were 409 and 418 lbs., respectively. They thus increased the rate of gain over the check lot and lessened the feed requirement.

In three of the lots the mineral mixture was modified, in one case by the addition of

2 per cent manganese sulfate, in another by the addition of 10 per cent of sodium bicarbonate, and in a third by 5 per cent of venetian red. As compared with the check lots in the rate of gain and the feed required per unit of gain these additions proved beneficial. The calculated profits over feed costs were also relatively high in the three lots.—Iowa Sta., Leaflet 17.

Program of Feed Manufacturers Ass'n.

The 19th annual convention of the American Feed Manufacturers' Ass'n will be held at the French Lick Springs Hotel, French Lick, Ind., June 9-11.

All morning sessions will begin promptly at 10:00 a. m., and adjourn not later than 12:30 noon. The program follows:

Thursday, 9:30 A. M. (Standard Time).

Annual address of president—W. E. Suits, Chicago.

Address of executive committee—D. W. McMillen, Fort Wayne, vice-chairman.

Report of secretary—L. F. Brown, Chicago.

Report of treasurer—W. R. Anderson, Milwaukee.

Report of traffic manager—R. M. Field.

Address, Dr. E. B. Hart, Madison, Wis., "Calcium and Phosphorus in the Livestock Industry."

No Afternoon Session.

Annual dinner, 7 p. m.—Informal.

Address, Capt. Irving A. O'Hay, New York, N. Y.

Friday, 10:00 A. M.

Address, Dr. B. B. Ross, Auburn, Ala., pres. of Ass'n of Feed Control Officials, "Some Notes on Recent Progress in the Field of Animal Nutrition."

Address, John B. Edgar, Memphis, Tenn., pres. Southern Mixed Feeds Manufacturers' Ass'n, "Uniform Accounting."

Friday afternoon—Golf tournament.

Saturday, 10:00 A. M.

A business session concluding with the election of officers and meetings of newly elected Board of Directors and Executive Committee for organization.

Adulteration and Misbranding.

Traders Oil Mill Co., Fort Worth, Tex., was alleged to have shipped 400 sacks of misbranded cottonseed cake to Rushville, Neb., in a label filed by the attorney for the District of Nebraska. The article was labeled to contain not less than 43% protein, whereas it contained only 41%. Claimant obtained property by paying costs and executing bond for \$2,000, on condition that the produce be relabeled correctly.

Chickasha Cotton Oil Co., Chickasha, Okla., was fined \$100 and costs for shipping a quantity of cottonseed cake or meal, alleged to be adulterated and misbranded, according to an information filed by the attorney for the Western District of Oklahoma. The article was labeled to contain not less than 43% protein, while analysis of shipments showed 41.69%, 38.96%, 40.55% and 39.27% respectively, of protein. Adulteration was alleged for the reason that a cottonseed substance having a protein content of less than 43% had been mixed and substituted for the cottonseed cake.

Stebbins & Co., San Juan, Porto Rico, appeared as claimant for 170 bags of rice alleged to be adulterated. The United States attorney for the District of Porto Rico had filed a libel praying seizure and condemnation of the bags, alleging that the article was being offered for sale in the Territory of Porto Rico. It was alleged that the rice contained in part a decomposed vegetable substance. The claimant appeared and obtained the product on payment of costs and execution of a bond, on condition that the product would be submitted to a cleaning process and its subsequent sale permitted only after its inspection by the department.

Cheraw Oil & Fertilizer Co., Cheraw, S. C., was alleged to have shipped a quantity of cottonseed meal which was adulterated and misbranded, according to an information filed by the United States attorney for the Eastern District of South Carolina. Adulteration was charged for the reason that a product which contained less than 36% of protein and which contained excessive fiber had been substituted for cottonseed meal, a product which should contain not less than 36% protein, which the article purported to be. Misbranding was alleged in that the statement "Guaranteed analysis protein 43% * * * Fiber maximum 10%" borne on the label was false and misleading. Misbranding was alleged for the further reason that the article was offered for sale under the

distinctive name of another article, 36% cottonseed meal. The company entered a plea of guilty and was fined \$35.

Buying Chicks.

SUGGESTIONS TO BUYERS OF CHICKS.—Particular attention should be paid to the kind of hatchery from which the chicks are to be purchased. Above all, care should be taken to avoid buying cheap chicks, because it stands to reason that cheap chicks usually come from low-grade hatcheries, where the eggs frequently were secured in the open market and little or no attention paid to their selection.

Good chicks cannot be produced from poor eggs, and before the farmer or poultryman purchases chicks from a commercial hatchery he should inquire very carefully into the methods employed by the hatchery operator.

Day-old chicks of the highest quality are produced in those hatcheries where the breeding flocks supplying the eggs for the hatcheries are inspected carefully and culled rigidly, using as breeders only the best birds in the flocks. The eggs sent to the hatcheries should be of good size as well as uniform in shape, shell color, and shell texture.

Cheap chicks are frequently of poor quality and give very unsatisfactory results.

Many buyers of baby chicks make the mistake of ordering chicks from a hatchery as far away as possible, which seems to be a case of distant pastures looking green; whereas, as a matter of fact, in many cases just as good-quality chicks, and sometimes better, can be purchased near home. To whatever extent this is possible, the purchasing of chicks nearby should be encouraged because it not only saves transportation charges but the chicks spend much less time in transit and should arrive in much better condition than when long-distance shipments are made.—Research Department of the Southern Mixed Feed Manufacturers' Ass'n.

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PEAS, ETC.**

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MEAL, GRITS, STERILIZING PACKAGE GOODS, ETC., AND GRANULAR PRODUCTS OF ALL KINDS.

We would be pleased to correspond with you.

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Supreme Court Decisions

Carbon Copies in Evidence.—Unsigned carbon copies of letters, identified only as "letters from me and from C. and S. in regard to this matter," held inadmissible in evidence, without showing they were made with originals or originals mailed or notice to produce originals served.—*Liberty Choir Co. v. Crawford*. Supreme Court of North Carolina. 137 S. E. 577.

County Agents.—Where duties of agricultural agent in connection with county farm bureau were educational, farm bureau was not estopped to deny authority of agent to purchase flour for it, where seller's agents did not testify as to any facts relating to buyer's agent's authority they relied on in making the sale.—*David Stott Flour Mills v. Saginaw County Farm Buro.* Supreme Court of Michigan. 213 N. W. 147.

Interstate Control of Rail and Water Rates.—Order of Interstate Commerce Commission, establishing through rail and water rates embracing substantially less than entire length of railroad lying between termini of proposed route, held not invalid as short-hauling the line in violation of Interstate Commerce Act, § 15, par. 4, as amended by Transportation Act, § 418 (Comp. St. § 8583), since the order may be sustained under section, 6, par. 13, added by Act Aug. 24, 1912, § 11 (Comp. St. § 8569), particularly in view of Transportation Act, § 500 (Comp. St. § 10074k), emphasizing intention to broaden control of Commission over rail and water transportation. — *C., R. I. & P. Ry. Co. v. United States*. Supreme Court of the United States. 47 Sup. Ct. Rep. 486.

Failure to Give Arrival Notice Makes Carrier Liable for Loss by Fire.—In action for loss of goods consigned to shipper's order and destroyed by fire in warehouse at destination, that notice of arrival of shipment at destination was given to shipper at shipping point held insufficient to comply with Crawford & Moses' Dig. §§ 910, 913, and B/L designating the shipper's agent at the point of destination as the person to be notified. Railroad held not relieved from liability for loss of cotton by fire in warehouse at destination by reason of fact that fire was caused by act of God in the form of a stroke of lightning, where the railroad had not given notice of arrival of cotton to shipper's agent as required by the B/L.—*Missouri & N. A. R. Co. v. United Farmers of America*. Supreme Court of Arkansas. 292 S. W. 990.

Failure to Furnish Cars.—Any unusual, extraordinary, or unprecedented demand on a carrier for cars or other transportation facilities in excess of its normal capacity will not impose on it the duty of complying therewith, if it has not the cars on hand at the time and could not have reasonably anticipated the demand and made provision for them. Whether or not a railroad company is properly

equipped to supply normal demands, whether there was an unprecedented demand at the time in question or one not reasonably to be anticipated, whether the railroad company was permitting its cars to be in the service of other carriers instead of using them to its own demands, or whether they were unavoidably out of reach at the time of the alleged unprecedented demand are questions for the jury to determine.—*Atlantic Coast Line R. Co. v. Florida Pine Fruit Co.* Supreme Court of Florida. 112 South. 66.

Aeroplane View of Milling Plant at Houston, Tex.

With the completion of the ship channel, unobstructed navigation was made possible for the largest ocean steamers from the Gulf of Mexico to the inland port of Houston, Tex. Advantage of the water way has been taken to construct the large public grain elevator; and other smaller grain handling concerns are feeling the stimulus of an assured outlet to the sea.

The "American Maid" flour mills, as seen from an aeroplane, in the engraving on outside front cover page, are one of the leading industries of Houston and are equipped to store, clear and load bulk grain into ocean-going vessels as well as flour.

Prior to the construction of the 500,000-bu. elevator situated 500 ft. back from the ship channel this enterprise was known as the Houston Mill & Elevator Co. This addition of 10 reinforced concrete tanks gave the company a total storage capacity of 1,000,000 bus. and was intended expressly for the handling of export wheat.

The flour mill has a capacity of 1,500 bbls. daily.

Houston, Texas, has long been prominent in the grain trade of the Gulf states as a large distributor of grain and since the completion of its ship channel it has entered the export grain trade in earnest. Nearly four million bushels of the 1926 crop of grain were exported thru Houston and with a good crop in the Southwest this will be exceeded for 1927.

Feeder for Hammer Mills.

The hammer mill has made wonderful strides into popularity since the days when a shovel was good enough to feed it with the material to be ground. Hammer mills are so strongly built that some maintain they can be fed satisfactorily from a spout; but like all other grinding machinery the best results are obtained by feeding the mill evenly and to capacity.

A regulated feed is accomplished by the new Sidney Power Feeder, especially designed for hammer mills of any type, and shown in the engraving herewith. This feeder is furnished in any length, with special reducing gears, take-up bearings and metal trough. It is adapted to all kinds of grain. It is durably built of good material.

The increase in the capacity of the mill and the reduced labor cost of operation fully warrant the moderate investment in this accessory, which is supplied by the Sidney Grain Machinery Co.

Supply Trade

Cleveland, O.—Kelly & Co. are installing a Randolph Drier for drying peanuts, so the hull may be taken off more easily.

Chicago, Ill.—R. Goodman, representative of the Robinson Mfg. Co., announces the removal of his office to 222 W. Adams st.

Bonner Springs, Kan.—H. C. Davis has been appointed exclusive representative for the Robinson Mfg. Co. in Kansas, Nebraska and Western Missouri.

Chanute, Kan.—F. V. Saunders, for a number of years connected with the Neosho Roller Mills, will hereafter represent J. B. Sedberry, Inc., in southwest Missouri and southeast Kansas.

Chicago, Ill.—The Torsion Balance Co. announces the removal of its office to more commodious quarters in the Builder's Bldg., 228 N. La Salle St., where a complete sample and stock room will be maintained.

Newark, N. J.—The Hyatt Roller Bearings Co. has just issued an attractive folder covering the application of Hyatt Roller Bearings in elevating and conveying machinery. A copy of this folder will be sent Journal readers upon request.

Fort Dodge, Ia.—T. G. Lewis, formerly with J. B. Sedberry, Inc., has recently taken over the Western section of Iowa and the Eastern section of Nebraska as special representative for the Munson Mill Machinery Co. to assist F. J. Conrad, Cedar Rapids, general representative.

Chicago, Ill.—Validity of patents not being guaranteed by the government manufacturers are liable to endless litigation whenever any patented device develops commercial value that invites infringement. Contracts protecting against the cost of such litigation are now being issued by the National Patent Security Corp., much in the manner of insurance, but with a guaranteed opinion whereby the security corporation bears the cost of the litigation up to the amount of the value of the contract.

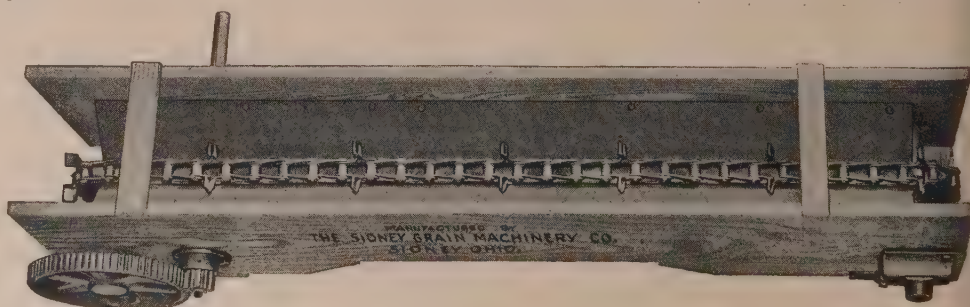
Minneapolis, Minn.—Carter Disc Separators have recently been ordered by the following: People's Roller Mills, Heber, Utah; Robinson & Son, Rochdale, Eng.; Royal Mfg. Co., Ogden, Utah; Fall River Mfg. Co., Bartle, Cal.; Tulare Lake Dredging Co., Guernsey, Cal.; Robinson & Son, Timaru, New Zealand; Chamberlain Co., St. Louis, Mo.; Pillsbury Flour Mills, Minneapolis, Minn.; Bay State Mfg. Co., Winona, Minn.; Phila. Grain & Elev. Co., Philadelphia, Pa.; Quaker Oats Co., Ft. Dodge, Ia.; Riverside Mfg. Co., Shelbyville, Tenn.; Equity Co-op. Ass'n, Farmington, Mont.; Geraldine Equity Co-op. Ass'n, Geraldine, Mont.; Farmers' Elev. Co., Landa, N. D.; Harlem Mfg. Co., Harlem, Mont.; Montana & Dakota Grain Co., Moore, Mont.; Equity Supply Co., Kalispell, Mont.; Lewis Grain Co., Brady, Mont.; Lincoln Grain Growers, Lincoln, Cal.; Wash. Co-op. Egg & Poultry, Tacoma, Wash.

Grain Claims Bureau, Inc.

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Audits for purpose of recovering your freight claim losses will cost you nothing. We will not fail to fully protect your interests. Our charges will never exceed 33 1/3% of amount recovered; frequently less. We would like to serve YOU.

W. S. BRAUDT, Pres. and Treas. HARRY J. BERMAN, General Counsel



A New Feeder for Hammer Mills.

Kansas City, Mo.—L. J. Griffiths, for a number of years associated with the Great Western Mfg. Co., has joined the sales staff of the Kansas City Grinding & Corrugating Co.

Sidney, O.—The J. M. Bell Co. has taken over the Grain & Coal Dealers Supply Co. The new company will be incorporated by J. M., M. L., G. A., M. J. and L. M. Bell, and will do a jobbing business in elevator and feed mill machinery. J. M. Bell will continue as representative of the Bauer Bros. Co.

Chicago, Ill.—S. T. Kiddoo, long prominent in banking circles, has resigned his banking connections to become vice-president and treasurer of Fairbanks, Morse & Co., effective May 16. Fairbanks, Morse & Co. has announced that Wm. C. Heath, general manager of manufacturing, has been elected vice-president in charge of manufacturing.

Milwaukee, Wis.—The Allis-Chalmers Mfg. Co. has acquired the entire interests of the Pittsburgh Transformer Co. This acquisition will round out the company's present large line of large size, high voltage units. The Pittsburgh company makes small, medium and large phase transformers. Operation of the Pittsburgh plant will be continued as before.

Chicago, Ill.—"Handling Things—from Where They Are to Where You Want Them," suggests the age-old problems of elevating and conveying, and is the title of a new book just issued by the Link Belt Co. It covers many types of handling equipment applied to a wide field of industrial conditions today. This book, carefully studied, will help grain elevator operators in cutting elevating and conveying costs to the "irreducible minimum."

Toronto, Ont.—Announcement is made by Link-Belt, Ltd., that Jackson-Lewis Co., Ltd., has been appointed general contractors for the first unit of the building program of the company. For the past 12 years this Company has occupied rented factories, but expansion in its manufacturing lines and in its business has made necessary the purchase of about 100 acres of land, and the start of their building program. The unit now in course of construction will consist of a two-story building, 160 feet.

Warren T. McCray, ex-Gov. of Indiana and grain dealer, has been recommended for release from Atlanta penitentiary by the Federal parole board. His defense was that he had no intent to defraud.

A New Rotary Screen Scalper.

Sticks, straws, chunks of coal, bolts, nails and other coarse materials are said to be most easily removed by a scalping screen. In most of the old style cleaning machines to keep the stock moving the screens, being flat, are given a reciprocating movement by eccentrics. In the new Scalperator the reciprocating motion is done away with, by making the screen cylindrical, and giving it a continuous rotary movement. As the distance around a circle is over three times the diameter, it will be seen that a cylindrical screen has a very considerable sieve surface. The capacity also is increased by the fact that the rotating screen is constantly presenting a clean surface to the dense load of grain resting upon it.

This machine has no fine screens to become clogged and makes no attempt to remove sand, small seeds, etc., this work being left to be done at the head of the cleaning line in the mill or elevator where the size of the stream is reduced. This permits the removal of such fine materials in one operation. This machine scalps the grain as it is received without the employment of any shaking or reciprocating parts. It has just one part with a simple rotary motion.

The machine is made both with and without air and no dust collector of any kind is required. Both styles of machine are fully inclosed and dustless in operation, with sizes to give capacities ranging from 400 to 6,000 bushels an hour.

Its simplicity is the secret of its marvelous efficiency. As a consequence of its complete rotary motion there is no vibration, and the power consumption is very small. The Scalperator built without air has only two moving parts, and the same machine built as a combined receiver and centrifugal dust collector has only four moving parts, all of which are of pure rotary motion.

The machine is equipped with a patented feed which will handle variations in the stream without any adjustment by the operator. This feed device automatically compensates for changes in the flow of grain. When a car of grain is run over this machine it will handle the stream clear down to the last dribble without necessitating a change in the feed adjustment.

For use in an elevator for roughing grain at big capacity this new machine makes it possible to handle grain without danger to elevator legs and spouts. Altho this is an entire-

ly new development by the Carter-Mayhew engineers, it has been thoroly tested for nearly a year by operation in large terminal elevators, and has been broadly patented in all principal countries. The machine shown in the engraving herewith has the dust cover and trash carrier removed to show its interior. Additional information will be given readers of the Journal on application to the manufacturers, the Carter-Mayhew Mfg. Co.

District Meeting in Indiana.

Rensselaer, Ind.—Eighty-five grain dealers of the territory were guests of E. W. Bailey & Co., at a banquet the evening of May 12.

The banquet was given at a meeting called by Chas. B. Riley, sec'y of the Indiana Grain Dealers' Ass'n, and included the district of northern Indiana and Illinois. Mr. Riley had charge of the program and a number of talks were made regarding crop conditions and the outlook over the district.

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For twenty-five years this drier has led all others in efficiency, economy and convenience. Made in various sizes, suitable for all grain drying needs. Tell us your wants.

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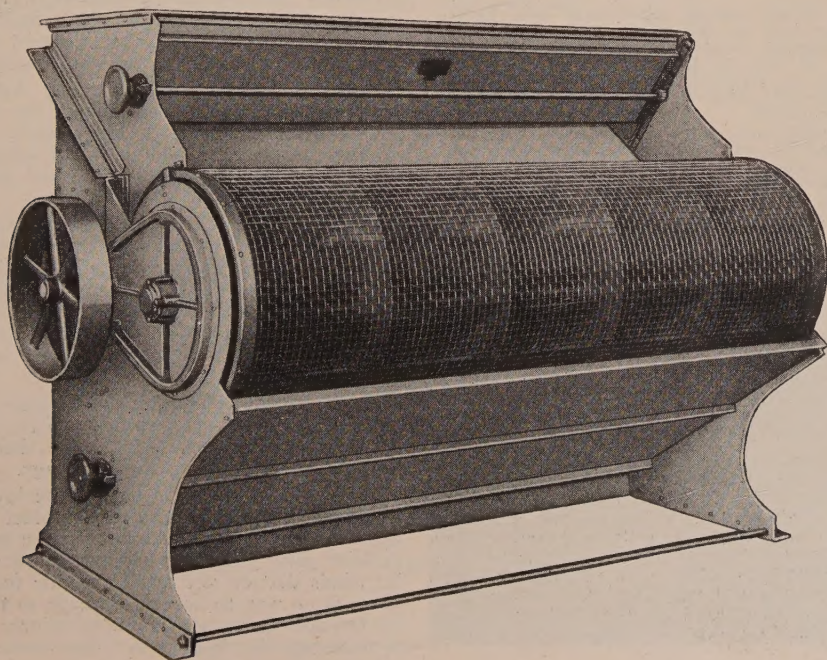
CHICAGO

Hess Drier Company of Canada, Ltd.

Theodore Kipp, Mgr.

68 Higgins Ave.

Winnipeg, Manitoba



Carter Scalperator with Dust Cover and Trash Carrier Removed.

Scales, Weighing and Claims.

By A. R. McNitt, Freight Claim Agent, U. P. R. R., Before National Scale Men's Ass'n.

We must assume that supervised weights at market points are almost infallible as it requires indisputable evidence of an error before they can be successfully attacked. With that condition to contend with, the evidence of a loss is turned against the carrier or possibly the forwarding elevator unless the weights of the latter are also obtained under authorized supervision. In other words, even though the records of the forwarding elevator are clear, but their weights not obtained under the usual supervision, and the records of the carriers also being clear, the elevators at market points will decline absolutely to consider any doubt and therefore refuse to assume any part of such unlocated losses.

Such an assumption of perfection in the weighing and handling of grain is not in harmony with practices that govern in the transaction of any other business where facts are dependent upon the returns from a scale. These market elevators are susceptible to the same uncontrollable inaccuracies in weighing as all other scales, whether under supervision or not, and there can be no doubt but that a large amount of claims for loss of bulk grain are contributed to in this manner.

The carriers are doing about everything within their power to furnish properly protected transportation service. It involves expenditure of a large sum of money annually to put their cars, furnished for grain loading, in a high state of repair and as nearly proof against grain leakage as it is possible to be done. In addition to that, the grain shippers are furnished, without reservation, cooperage material of various kinds for lining the cars and there is no restriction on their use of grain doors. This expense, coupled with the claim losses assumed, makes the grain traffic, by a comparison with other claim commodities, a rather odious one.

Various methods are employed in the adjustment of claims for loss of grain yet they accomplish results that are not far from uniform. Condition and quality of the grain, state of repair of the elevator, efficiency of elevator supervision and particularly the attention that is given to the scales and method of weighing, are factors that must be taken into consideration as they have a direct bearing on scale variation and claim losses.

Warsaw, Poland.—The Polish government is said to be considering an import duty. At present importation of grain into Poland is prohibited, but this decree will cease to be effective after May 31.

The Corn Borer has thrown a scare into the corn growers of Argentine with the result that the Ministry of Agriculture has issued a decree prohibiting the importation of any variety of corn into the Argentine Republic. Evidently this gentleman has overlooked the fact that the corn borer was brought into Canada in broom corn.

Insurance Notes.

Fremont, Neb.—Geo. W. Lueth, formerly of Spencer, S. D., is traveling Nebraska and South Dakota as general agt. of the Western Grain Dealers' Mutual Fire Insurance Co., having headquarters here.

Chicago, Ill.—At a meeting of the Western Union at Washington recently a com'tee was appointed with W. C. Leach of Minneapolis as chairman to organize a pool to handle risks on line elevators.

To Keep Down Weeds the following solution has been found by the lumber mutual insurance companies to be far superior to plain salt water: White arsenic, 5 lbs.; carbonate of soda, 3 lbs.; concentrated lye, 3 cans; and water, 5 gallons. Dissolve the sal soda and lye in the water, add the arsenic and boil until all is dissolved. Caution: Do not inhale the vapors as they are dangerous. Sprinkle the solution, while hot, on the ground to be treated.

Confessed Attempt to Burn Elevator.

Gasoline soaked rags which had been lighted and thrown into the pit of the elevator at McHenry, N. D., managed by Chas. L. Wilson smothered out and were found, leading to an investigation by Deputy State Fire Marshal Sanders Peterson, who obtained a confession from Wilson.

S. J. Patterson, operating another elevator at McHenry, was shown the confession implicating him, went home from Carrington to McHenry and took his own life by hanging in the elevator, May 7.

Henry Knuth agreed to plead guilty.

Wilson received a sentence of one year and six months in the penitentiary; Henry Knuth, charged with arson in the fourth degree, entered a plea of guilty and was sentenced to one year in the Foster County Jail at Jamestown, N. Dak., on May 16.

Very little damage was done to the elevator as the fire burned itself out for some reason.

Wilson's confession follows:

"The starting of this was Patterson came over to my elevator one day the first part of December and got talking about loading a car of wheat and the way he told me to do it was to order a car and load it full then have it spotted over to his elevator and he would open it up and put his spout in and let it set a day when he would bill it out in his company's name. Then a few days later he got afraid of that so he said 'we will have someone bring it over with a team, so he did get a team and took six loads.

"Then Henry Knuth came over just before Christmas and he wanted to ship a car and told me how he would do it. He said he would order a car and let me load it and he would bill it out to Knuth's brother's name so that was done and shipped to Tenney Commission Co., Minneapolis.

"After this thing went a few days I met Patterson and he said 'you had better burn that house up' and said 'come over to my office after while,' so I went over and he said, 'Say, you are going to be short over there and the best thing you can do is to burn it.' So when he told me how to do it, he said, 'Take some gas

and put it in the pit and set it afire.' And this was done on the night of the 21st of February but it did not burn.

"And I got shipping order to ship out so I never tried it any more. I poured the gas and touched the match to it on Patterson's instructions."

(Signed) CHARLES L. WILSON.

When Wilson had been charged with embezzlement, Patterson, who ran the bank as well as an elevator, advanced the money to meet the shortage.

Miller Faces Arson Charge.

Streeter, N. D.—Cherk Steinstra, pool room operator and a stockholder in the Streeter Milling Co., is under arrest at Jamestown on an arson charge according to S. Peterson, deputy State Fire Marshal.

Steinstra was arrested at Streeter May 16 following investigation of the fire which burned the Streeter Mlg. Co., plant Feb. 28. After the fire examination of the ruins failed to disclose that any flour had been in the mill when the fire occurred Peterson said, Steinstra waived examination when arraigned before Magistrate Murphy at Jamestown May 18 and was held to the district court under \$2,000 bond.

Uncleaned rice, formerly imported into Australia free of duty, is now dutiable at 3s. 4d. (\$0.80) per cental (100 pounds).

Injunction proceedings against a group of German and French producers of potash were instituted in the U. S. District Court at New York City on Apr. 7 at the direction of the Department of Justice. The move represents an administration attempt to secure cheaper fertilizer for American farmers. Upward of one million tons of potash is annually imported into and used in the United States.

A new light "Flivver" airplane designed for flying at a minimum of expense is now on the market. Safety and economy are claimed for the small machine, of sturdy monoplane steel-tube type. Forty miles to the gallon and seventy-five miles per hour are other features of this \$575 outfit. Such a mode of traveling for commission house representatives would greatly expedite their "rounds." Further information may be had upon request.

Windstorm Damage Unprecedented.

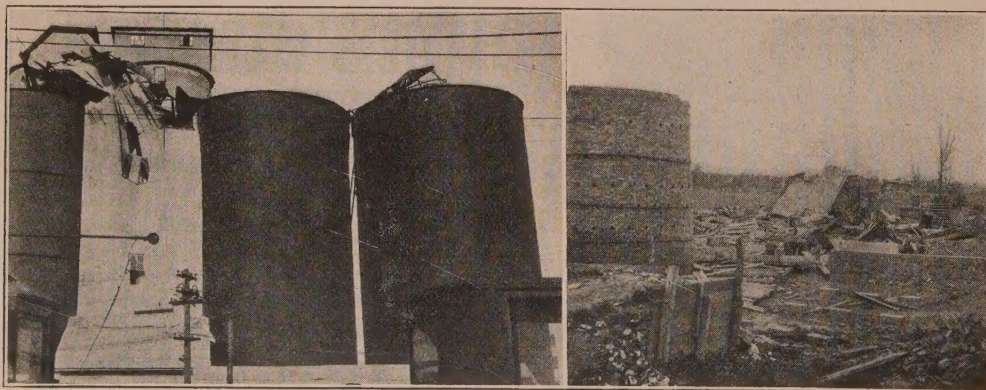
The gentle breezes and clear skies that unexpectedly favored the Mississippi Valley during the usually unsettled month of March have been succeeded by a prolonged period of high winds ushered in by the equinoctial storms.

Scarcely a day passed during April and May without a report of damage by wind in widely separated parts of the country. Many of these windstorms had the local intensity of tornadoes and completely demolished and blew away buildings, barns and outhouses.

Grain elevators were not exempt from the damage. Several elevators were wrecked and many reported slightly damaged. At Maxwell, Ill., the elevator of the Central Illinois Grain Co., was wrecked. The wreckage is shown in the engraving herewith, and the house as it stood before the storm was shown on page 545 of the Journal May 10.

In the storm of May 7 the elevator cupola and the conveyors over the tanks of the Larabee Mills at Hutchinson, Kan., were demolished, the engraving showing the wreckage.

Windstorm damage is one of the losses that a grain elevator operator can protect himself against at small cost. As written the insurance policies give protection against minor damage by winds that do not reach cyclonic force. As there is no way to prevent damage to the plant by tornado the hazard is one peculiarly adapted to coverage by insurance. The possessor of windstorm insurance has a feeling of security worth much more than its cost.



Wrecked Cupola and Conveyors of Larabee Flour Mills at Hutchinson, Kan. Ruins of Elevator at Maxwell, Ill., Demolished April 19 by Tornado.

Receiving and Shipping Set of Grain Books

Grain Scale Book Size of page, $10\frac{1}{2} \times 15\frac{3}{4}$ inches. This indexed receiving book is designed to meet the needs of dealers who want something better than the ordinary. Separate pages are given to each farmer and all are indexed so that their accounts may be instantly located. If so desired, it can be used as a grain journal, the two "L. F." columns providing for posting both debits and credits and entering the numbers of the ledger pages.

The book contains 252 numbered pages of high grade heavy linen ledger paper, each ruled for 41 wagon loads, thus having room for 10,332 loads, in addition to a 28-page index. Together with "Grain Shipping Ledger" it forms a complete set of books of high grade.

This book is bound in heavy red keratol back and corners with black cloth sides, and its name is stamped in gold leaf on the front cover. Order Form 23. Price, \$4.75. Weight, 6 lbs.

Grain Shipping Ledger. Size of page, $10\frac{1}{2} \times 15\frac{3}{4}$ inches. The Grain Shipping Ledger is the best shipping book money can buy, giving complete information regarding each shipment and the returns therefrom. Left hand pages show complete records of each shipment, while corresponding lines on right hand pages show details of the "Returns."

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Grain Dealers Journal

309 So. La Salle St.

Chicago, Ill.

1902 --- A Quarter of a Century --- 1927

of dependable insurance for grain men.

We write Fire and Tornado Insurance covering Grain Elevators and Contents, also Residence and Mercantile property.

NEARLY HALF A MILLION DOLLARS RETURNED TO OUR POLICYHOLDERS IN 25 YEARS

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After Twenty-Five Years

LIGHTNING was one of the active hazards with which we had to deal in the early days of our history. Much has been done through the installation of proper rodding systems and iron coverings to reduce the losses from this cause; but LIGHTNING is still an active hazard and will be until the last elevator is protected. Write us for full information.

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Insure your Home and Your Car the "Grain Dealer's Way"

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A Legal Reserve Mutual Fire Insurance Company

What's Wanted?

The quickest way to supply your needs is to tell your wants to a sympathetic audience.

The "Wanted and For Sale" pages of the GRAIN DEALERS JOURNAL affords the largest and best medium to make your wants known.

Read what satisfied customers say:

"It pays to advertise in the GRAIN DEALERS JOURNAL. We have had several desirable replies to our Help Wanted ad."—Bloomington Mills, Bloomington, Ill.

"You need not insert our ad. again as we have found a boiler."—Hoerner Elev. & Mills Co., Lawrenceville, Ills.

"We have secured all the help we need from our adv. in the JOURNAL. We have probably received 40 or 50 replies, and are much pleased with results."—Clovis Mill & Elev. Co., Clovis, N. M.

The charge for such announcements is small—only 25c per type line. Try them. Supply your needs quickly.

Grain Dealers Journal

309 So. La Salle St.

CHICAGO, ILLS.

Anti-friction Bearings

have proven efficient, economical and practical for all flour mill and grain elevator duty. More FIRES are caused by hot bearings than by any other cause. Anti-friction bearings, either roller or ball, practically eliminate all fire hazard from this cause.

Write your insurance company or this office for details.

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Represented by the

Mutual Fire Prevention Bureau

230 East Ohio Street

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Hyatt equipped of course

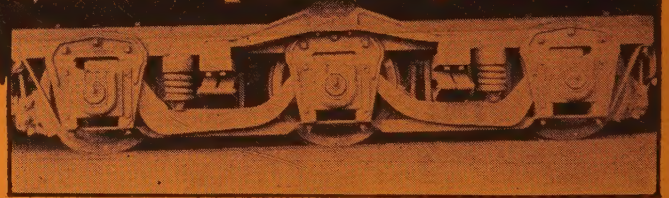
Roller Bearing Mileage

ONE of the most important questions in the minds of railroad men regarding roller bearings relates to the service life which may be expected of them when applied to heavy railroad equipment. While present experience is entirely too limited to serve as the basis for definite final conclusions, there are many indications that a greatly increased mileage over plain bearings will be obtained with a minimum of maintenance difficulty and repair cost. To mention only one case, a 12-wheel roller bearing-equipped coach on the Chicago, Milwaukee & St. Paul has made a total of 300,000 miles to date, in through train service between Chicago and the Pacific coast. This car makes a round trip of approximately 4,400 miles every nine days, or about 14,700 miles a month, not having been in the shop for heavy repairs since the application of the roller bearings. A recent check showed no perceptible wear of the bearings which it is conservatively estimated will make at least double their present mileage and probably more. One reason for the recent action of a number of roads in specifying roller bearings on extensive orders for new car equipment is to enable these roads to determine for themselves by service tests over a period of years whether the admitted advantages of roller bearings can be obtained without maintenance difficulty and expense to offset the savings.

From
March 5th.
Railway Age

Uninterrupted bearing service through elimination of hot boxes—greater mileage at lower cost—smoother starts—quicker acceleration—worthwhile oil savings. All these Hyatt contributions have resulted in new measures of operating efficiency and economy.

In every kind of equipment today the Hyatt Roller Bearings are giving comparable service. Specify them.



The truck shown above is one of the two Hyatt equipped six wheel trucks on the Chicago, Milwaukee and St. Paul coach whose wonderful record of performance is so much discussed today.

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